COOK's VOYAGE

TO THE

PACIFIC OCEAN.

VOL. IV.

A

VOYAGE

TO THE

PACIFIC OCEAN;

Undertaken by Command of his MAJESTY,

FOR MAKING

DISCOVERIES

IN THE

NORTHERN HEMISPHERE:

Performed under the Direction of

Captains COOK, CLERKE, and GORE,

In the Years 1776, 1777, 1778, 1779, and 1780.

Being a copious, comprehenſive, and ſatisfactory Abridgement of the

VOYAGE

WRITTEN BY

Captain JAMES COOK, F. R. S.

AND

Captain JAMES KING, LL. D. and F. R. S.

Illuſtrated with CUTS.

In FOUR VOLUMES.

VOL. IV.

LONDON:

PRINTED FOR JOHN STOCKDALE, SCATCHERD AND WHITAKER, JOHN FIELDING, AND JOHN HARDY.

MDCCLXXXIV.

NW
970P
C771
3d
Lond.
1785
v.4

CONTENTS.

BOOK VI.

TRANSACTIONS IN A SECOND EXPEDITION TO THE NORTH, BY THE WAY OF KAMTSCHATKA, AND IN RETURNING HOME, BY THE WAY OF CANTON, AND THE CAPE OF GOOD HOPE.

CHAP. III.

Tranſactions at Petropaulowſka—Abundant Supply of Fiſh—Death of the Carpenter's Mate—The Ruſſian Hoſpital put under the Care of our Surgeons—Supply of Rye Flour—Celebration of his Majeſty's Birth-Day—Twenty Head of Cattle ſent us—Difficulties in ſailing out of the Bay—Ruins of large Villages—Eruption of a Volcano—Appearance of the Country—Cheepoonſkoi Noſs—Kropotſkoi Noſs—Kamtſchatſkoi Noſs—Account of the Arctic Gull—Olutorſkoi Noſs—St. Thadeus's Noſs—Tſchukotſkoi Noſs—Iſle of St. Laurence—The Eaſt Cape of Aſia deſcribed—Sight of the two Coaſts of Aſia and America at the ſame Inſtant—Obſtructions from the Ice—Some Sea-Horſes killed—Fruitleſs Attempts to diſcover a Paſſage on the American Side—Captain Clerke's future Deſigns.

Page 1

29459

CHAP. IV.

Attempt to paſs the Ice to the North-Weſt—Critical Situation of the Diſcovery—Sea-Horſes killed—Greatly obſtructed by the Ice—Damages ſuſtained by the Diſcovery—Captain Clerke reſolves to proceed to the Southward—The Crews rejoice greatly on that Occaſion—Paſs Serdze Kamen—Through Beering's Straits—Obſervations on the Extent of the North-Eaſt Coaſt of Aſia—Reaſons for rejecting Muller's Map——Impracticability of a North-Eaſt or North-Weſt Paſſage from the Atlantic into the Pacific Ocean—The Progreſs made in 1778, *compared with that made in* 1779—— *Obſervations on the Sea, Sea-Coaſts, &c. North of Beering's Straits—Reſume the Hiſtory of the Voyage—The Iſland of St. Lawrence—Iſland of Mednoi—Death of Captain Clerke—Enumeration of his Services.* Page 35

CHAP. V.

Return to St. Peter and St. Paul—The Serjeant brings a Preſent of Berries on Board for Captain Clerke—Several Officers promoted—Funeral of Captain Clerke, and the Solemnities attending it—Repaired the Damages which the Diſcovery ſuſtained by the Ice—Various Occupations of the Ships Crews—Letter from the Commander of Bolcheretſk

cheretſk to Captain Gore—Supply of Flour, Pitch, Tar, &c. from a Ruſſian Galliot, which brought a Reinforcement of Ruſſian Soldiers—Account of a very remarkable Exile—Bear-hunting and fiſhing—The Serjeant diſgraced—The King's Coronation Day celebrated—Viſited by the Commander—The Serjeant's Reſtoration—Promotion of a Ruſſian Soldier at our Requeſt—Diſcipline of the Ruſſian Army—Church at Paratounca deſcribed—Manner of Bear-hunting—Curious Particulars of the Bears and Kamtſchadales—Inſcription to Captain Clerke's Memory—Supply of Cattle received—Entertainments in Honour of the Empreſs's Name-Day—Preſent from the Commander—A Marine attempts to deſert—Awatſka-Bay nautically and geographically deſcribed.

Page 68

CHAP. VI.

Geographical Deſcription of Kamtſchatka—Account of the Rivers Bolchoireka, Kamtſchatka, Awatſka, &c.—Soil—Severity of the Climate—Several Volcanos—Remarkable hot Spring at Natcheekin—Productions—Vegetables: particularly the Sarana, and ſweet Graſs—Animals in general—Foxes—Sables—Bears—Wolves, &c.—Birds—Sea-Otters, and other amphibious Animals—Fiſh the ſtaple Article of Food at Kamtſchatka—Whales—Salmon Fiſhery—Method of catching Salmon—Lakes abounding with Fiſh. 112

CHAP. VII.

Continuation of the general Account of Kamtſchatka—Its Inhabitants conſiſt of three Sorts—Conjectures on their Origin and Deſcent—Kamtſchadales diſcovered by the Ruſſians—Atlaſſoff makes the Inhabitants tributary—He is diſgraced, and afterwards reſtored—The Kamtſchadales revolt—Great Havock made among them by the Small-Pox—The Ruſſian Government eſtabliſhed in this Country mild and equitable—No Offence puniſhable with Death—The Ruſſian Commerce in Kamtſchatka—Habitations—Dreſs—Account of the Kurile Iſlands, &c. Page 143

CHAP. VIII.

Plan of future Operations—The Ships, on quitting Awatſka Bay, ſail along the Coaſt—Achachinſkoi Bay—Cape Lopatka—The Iſland of Shoomſka—The Iſle of Paramouſir—Obſervations relative to the Land of Jeſo, Staten Iſland, and the Company's Land—Many Birds obſerved—A violent Storm—Poſition of Zellany, Kunaſhir, and the Three Siſters—De Gama's Land—Ineffectual Attempts to make the Land—The Ships ſail for Japan—Various Parts of the Japaneſe Coaſt deſcribed—Cape Nambu—Two Japaneſe Veſſels obſerved—Deſcription of one of them—Boiſterous Weather

Weather—Cape de Kennis—Boomtje's Point—Low Point—White Point—Sanddown Point—Proſecution of our Voyage to China—Violent Currents—Quantities of Pumice-Stone—Three Iſlands diſcovered—Sulphur Iſland deſcribed—Steer for the Baſhee Iſles—Fruitleſs Search for them—The Iſland of Prata—The Prata Shoal—Some Chineſe Fiſhing-boats ſeen—The Lema Iſlands—Signal for a Chineſe Pilot—The Grand Ladrone Iſland—Journals and other Papers of the Officers and Men, relating to the Hiſtory of the Voyage, delivered up. Page 170

CHAP. IX.

Ignorance of the Chineſe Pilot—The Ships approach Macao—Account of the Iſle of Potoe—A Chineſe Comprador comes on board—Captain King diſpatched to Macao to viſit the Portugueſe Governor—Dependent State of the Portugueſe at Macao—Effects of the Intelligence we received reſpecting European Affairs—Alarms occaſioned at Canton—Our Ships anchor in the Typa—Captain King, his ſecond Lieutenant, &c. proceed to Canton—Bocca Tygris—Wampu—A Sampane, *or Chineſe Boat, deſcribed—Mr. King's Reception at the Engliſh Factory at Canton—An Inſtance of the ſuſpicious Character of the Chineſe—Their Method*

thod of trading exemplified—Obſervations relative to the City of Canton—Its Population—Number of Sampanes *—Military Force of the Province of Quangtong—Streets and Houſes of Canton deſcribed—Of the Engliſh Supercargoes—Captain King viſits a Chineſe of the firſt Diſtinction at Canton—His Return to Macao—Great Demand for the Sea-Otter Skins—Earneſt Deſire of our Seamen to return to Cook's River for Skins—Plan of a Voyage for opening a Fur Trade on the Weſtern Coaſt of North-America, and making further Diſcoveries in the Neighbourhood of China and Japan—Nautical Obſervations—Price of Proviſions at Canton.* Page 220

CHAP. X.

The Ships rendered more defenſible—Orders of the French Court relative to Captain Cook—Quit the Typa—Strike Soundings on the Macclesfield Bank—Pulo Sapata deſcribed—Steer for Pulo Condore—Caſt Anchor in a Harbour of that Iſland—The Captains Gore and King land there—Captain King's Journey to the principal Town—Deſcription of the Town—Of the Habitation of the Chief—Ineffectual ſearch for the Remains of an Engliſh Fort—Copy of a French Certificate—A Mandarin, named Luco, viſits the Ships—Information

tion received from him—The Launches diſpatched to bring away ſome Buffaloes—Singular Gentleneſs of theſe Animals towards Children—Supplies of Wood and Water—Pulo Condore deſcribed—Account of the Harbour—Animal and Vegetable Produce of the Iſland—Perſons and Diſpoſition of the Inhabitants—Preſents to the Mandarin and the Biſhop of Adran—Aſtronomical and Nautical Obſervations. Page 253

CHAP. XI.

Departure of the Ships from Pulo Condore—See Pulo Timoan—Pulo Puiſſang—Pulo Aor—Pulo Panjang—Iſlands called Dominis—Pulo Taya—Enter the Straits of Banca—Iſland of Luſepara—Deſcription of the Country that borders on the Straits of Banca—The Siſters deſcribed—See the Iſland of Java—Enter the Straits of Sunda—Mr. Williamſon ſent on board a Dutch Ship to procure Intelligence—Anchor at Cracatoa—Deſcription of that Iſland—Proceed to Prince's Iſland—Supplies obtained there—Situation of the Watering-Place there—Unhealthy Effects of the Climate of Java—The Crew of the Reſolution in a more ſickly State than that of the Diſcovery—A ſudden Storm—Steer for the Cape of Good Hope—Anchor in Simon's Bay—The two Captains

tains visit the Governor of the Cape—Description of False Bay—Of Simon's Bay—Noah's Ark—Seal Island—Fruitless Attempt to get into Port Galway in Ireland—Steer to the North of Lewis Island—Anchor at Stromness—Concluding Remarks, Page 278

A VOY-

A VOYAGE TO THE PACIFIC OCEAN.

BOOK VI.

TRANSACTIONS IN A SECOND EXPEDITION TO THE NORTH, BY THE WAY OF KAMTSCHATKA, AND IN RETURNING HOME, BY THE WAY OF CANTON, AND THE CAPE OF GOOD HOPE.

CHAP. III.

Tranſactions at Petropaulowſka—Abundant Supply of Fiſh—Death of the Carpenter's Mate—The Ruſſian Hoſpital put under the Care of our Surgeons—Supply of Rye Flour—Celebration of his Majeſty's Birth-Day—Twenty Head of Cattle ſent us—Difficulties in ſailing out of the Bay—Ruins of large Villages—Eruption of a Volcano—Appearance of the Country—Cheepoonſkoi Noſs—Kronotſkoi Noſs—Kamtſchatſkoi Noſs—Account of the Arctic Gull—Olutorſkoi Noſs—St. Thadeus's Noſs—Tſchukotſkoi Noſs—Iſle of St. Laurence—The Eaſt Cape of Aſia deſcribed—Sight of the two Coaſts of Aſia and America at the ſame Inſtant—Obſtructions from the Ice—Some Sea-Horſes killed—Fruitleſs Attempts to diſcover a Paſſage on the American Side—Captain Clerke's future Deſigns.

THE preceding chapter having terminated with a narrative of the return of our party from Bolcheretſk, and of the departure of Major

Behm, who had accompanied them to our ſhips; we ſhall now recount the tranſactions which paſſed at Petropaulowſka during their abſence.

On the 7th of May, not long after they had quitted the bay of Awatſka, a great piece of ice drove againſt the Reſolution, and brought home the ſmall bower anchor; in conſequence of which the other anchor was weighed, and the ſhip was moored again. The carpenters, who were occupied in ſtopping the leak, were under the neceſſity of taking off great part of the ſheathing from the bows; and many of the trunnels were found to be ſo looſe and rotten, that they were drawn out eaſily with the fingers. On Tueſday the 11th, heavy gales blew from the north-eaſt, which obliged both our veſſels to ſtrike their yards and top-maſts; but the weather becoming more moderate in the afternoon, and the ice having drifted away as far as the mouth of the harbour of Petropaulowſka, we warped cloſe to the ſhore for the greater convenience of procuring wood and water, and again moored, as before; the mouth of the bay ſhut in by the moſt ſoutherly point of Rakowina harbour, bearing ſouth, and the town north half weſt, at the diſtance of half a mile.

On the 12th, a party was detached on ſhore to cut wood, but made little progreſs in that ſervice, on account of the ſnow, which ſtill covered the ground. A convenient ſpot, abreaſt of the ſhips, was cleared, where there was a good run of

of water; and a tent being pitched for the cooper, our empty caſks were landed, and the ſail-makers ſent aſhore.

On Saturday the 15th, as the beach was then clear of ice, a party was ſent to haul the ſeine, and caught a plentiful ſupply of fine flat-fiſh for the companies of both ſhips. From this time, indeed, till we quitted the harbour, we were even overpowered with the great quantities of fiſh which came in from every quarter. The *Toions*, both of this town, and of Paratounca, a neighbouring village, had received orders from Major Behm to employ, in our ſervice, all the Kamtſchadales; ſo that it frequently happened, that we could not take into the ſhips the preſents which were ſent us. They generally conſiſted of herrings, trout, flat-fiſh, and cod. The former, which were in their higheſt perfection, and of a delicious flavour, were in extreme plenty in this bay. The people of the Diſcovery, at one time, ſurrounded ſuch an amazing quantity in their ſeine, that they were obliged to throw out a very conſiderable number, leſt the net ſhould be broken to pieces; and the cargo they landed was ſtill ſo abundant, that, beſides having a ſufficient ſtock for immediate uſe, they filled as may caſks as they could conveniently ſpare for ſalting; and, after ſending on board the Reſolution a tolerable quantity for the ſame purpoſe, they left behind ſeveral buſhels upon the beach.

The ice and ſnow now began rapidly to diſappear, and plenty of nettle-tops, celery, and wild garlick, were gathered for the uſe of the crews; which being boiled with portable ſoup and wheat, furniſhed them with an excellent and ſalutary breakfaſt; and with this they were every morning ſupplied. The birch-trees were alſo tapped, and the ſweet juice, of which they produced great quantities, was conſtantly mixed with the brandy allowed to the men.

On the 16th, a ſmall bullock was killed, which the ſerjeant had procured for the ſhips' companies. Its weight was two hundred and ſeventy-two pounds. It was ſerved out to both the crews for their Sunday's dinner, and was the firſt freſh beef which they had taſted ſince the departure of our veſſels from the Cape of Good Hope in December 1776; a period of almoſt two years and a half.

John Macintoſh, the carpenter's mate, expired this evening, after having been afflicted with a dyſentery ever ſince we had left the Sandwich Iſles. He was a peaceable and induſtrious man, and greatly regretted by his meſs-mates. Though he was the fourth perſon that we had loſt by ſickneſs during our voyage, he was the firſt who, from his age and conſtitution, could be ſaid to have had, on our ſetting out, an equal chance of life with the reſt of his companions. Watman was ſuppoſed by us to be about ſixty years old; and

and Roberts, and Mr. Anderſon, from the decline which had manifeſtly commenced before our departure from England, moſt probably could not, under any circumſtances, have lived to a later period than they did.

Captain Clerke's health continuing daily to decline, notwithſtanding the ſalutary change of diet which Kamtſchatka afforded him, the prieſt of Paratounca, as ſoon as he was informed of the weak ſtate he was in, ſupplied him very day with milk, bread, fowls, and freſh butter, though his habitation was ſixteen miles from the harbour where our ſhips were ſtationed.

The Ruſſian hoſpital, near the town of St. Peter and St. Paul, was, at our firſt arrival, in a very deplorable ſtate. All the ſoldiers were, in a greater or leſs degree, afflicted with the ſcurvy, many being in the laſt ſtage of that diſorder. The reſt of the Ruſſian inhabitants were likewiſe in a ſimilar condition; and we obſerved, that our friend the ſerjeant, by drinking too freely of the ſpirits he had received from us, had brought on himſelf, in the courſe of a few days, ſeveral of the moſt alarming ſymptoms of that diſeaſe. Captain Clerke, deſirous of relieving them from this lamentable ſtate, put them all under the care of our ſurgeons, and gave orders, that a ſupply of ſour krout, and malt, for wort, ſhould be furniſhed for their uſe. A ſurpriſing alteration ſoon took place in the figures of moſt of them; and

their ſpeedy recovery was chiefly attributed to the effects of the ſweet wort.

On Tueſday the 1ſt of June, two hundred and fifty poods, or nine thouſand pounds weight of rye flour, were brought on board the Reſolution; and the Diſcovery received a proportional quantity. We were ſupplied with this flour from the ſtores of Petropaulowſka. The men were now put on their full allowance of bread, which, from the time of our leaving the Cape of Good Hope, they had not been indulged in. The ſame day, we completed our ſtock of water, ſixty-five tons having been conveyed on board.

We had freſh breezes, and heavy rains, on the 4th of June, ſo that we were diſappointed in our deſign of dreſſing the ſhips, and obliged to content ourſelves with firing one and twenty guns, in honour of his Majeſty's birth-day, and celebrating it, in other reſpects, in the beſt manner we could. Port, who, on account of his ſkill in languages, was left with us, partook, as well as the ſerjeant, (in the capacity of commandant of the place) of the entertainment of the day. The worthy prieſt of Paratounca, having been informed that it was the anniverſary of our ſovereign's birth, gave likewiſe a ſumptuous feaſt, at which ſeveral of our gentlemen were preſent, who were highly pleaſed with their entertainment, of which dancing formed a part.

On

On Sunday the 6th, twenty head of cattle arrived, having been ſent us, by the directions of the commander, from the Verchnei *oſtrog*, which ſtands on the river Kamtſchatka, at the diſtance of almoſt a hundred miles from this place. Theſe cattle were of a moderate ſize; and, though the Kamtſchadales had been ſeventeen days in driving them down to the harbour, were in good condition when they arrived. The four ſucceeding days were employed in making preparations for putting to ſea; and, on Friday the 11th, about two o'clock in the morning, we began to unmoor. Before, however, we had got up one anchor, ſo violent a gale ſprung up from the north-eaſt, that we thought proper to moor again, ſuppoſing, from the poſition of the entrance of the bay, that the current of wind would, in all probability, ſet up the channel. The pinnace was diſpatched to examine the paſſage, and returned with intelligence, that the wind blew violently from the ſouth-eaſt, with a great ſwell, ſetting into the bay; ſo that any attempt to get out to ſea would have been attended with conſiderable riſque.

Port now took his leave of us, carrying with him the box containing the journals of our voyage, which Major Behm was to take charge of, and the packet that was to be forwarded by expreſs. On the 12th, the gale having abated, we began unmooring again; but, after having broken the

meſſenger, and reeved a running purchaſe with a ſix inch hawſer, which likewiſe broke three times, we were, at laſt, under the neceſſity of heaving a ſtrain at low water, and waiting for the flowing of the tide to raiſe the anchor. This meaſure ſucceeded, though not without damaging the cable. About three o'clock in the afternoon, the beſt bower was weighed, and we ſet ſail; but, at eight, the tide making againſt us, and the wind being inconſiderable, we anchored again in ten fathoms water, off the mouth of Rakowina harbour: the *oſtrog* being at the diſtance of between two and three miles, bearing north by eaſt half eaſt; the elevated rock, on the weſtern ſide of the paſſage, bearing ſouth; and the needle rocks, on the eaſtern ſide of the paſſage, ſouth-ſouth-eaſt half eaſt.

The next morning, at four o'clock, we got under way with the tide of ebb; and, as there was a perfect calm, the boats were diſpatched a-head for the purpoſe of towing the ſhips. About ten, a ſouth-eaſterly wind ſpringing up, and the tide having turned, we were obliged to let go our anchors again, in ſeven fathoms; the *oſtrog* bearing north half eaſt, at the diſtance of a mile from the land that was neareſt to us; and the three needle rocks being in the direction of ſouth half eaſt.

Captain Gore and Lieutenant King landed, in the afternoon, on the eaſt ſide of the paſſage, where

where they obſerved, in two different places, the remains of ſpacious villages; and, on the ſide of a hill, they ſaw an old ruined parapet, with four or five embraſures. It had guns mounted on it in Beering's time, as that navigator himſelf informs us; and commanded the paſſage up the mouth of the bay. Not far from this ſpot, were the ruins of ſome ſubterraneous caverns, which our two gentlemen conjectured to have been magazines.

We weighed anchor, with the ebb tide, about ſix o'clock in the afternoon, and turned to windward; but, two hours after, a thick fog coming on, we were under the neceſſity of bringing to, our ſoundings not affording us a ſufficient direction for ſteering betwixt ſeveral ſunken rocks, ſituated on each ſide of the paſſage we were to make. The next morning, (Monday the 14th) the fog in ſome degree diſperſing, we weighed as ſoon as the tide began to ebb; and, there being little wind, the boats were ſent a-head to tow; but, about ten o'clock, both the wind and tide ſet in ſo ſtrong from the ſea, that we were once more obliged to caſt anchor, in thirteen fathoms water, the high rock being at the diſtance of ſix furlongs, in the direction of weſt one quarter ſouth. We continued, during the remainder of the day, in this ſituation, the wind blowing freſh into the mouth of the bay. To-

wards

wards the evening, the weather was extremely dark and cloudy with an unſettled wind.

We were ſurprized, before day-light, on the 15th, with a rumbling noiſe, that reſembled diſtant thunder; and, when the day appeared, we found that the ſides and decks of our ſhips were covered, near an inch thick, with a fine duſt like emery. The air was at the ſame time loaded and obſcured with this ſubſtance: and, towards the volcano mountain, which ſtands to the northward of the harbour, it was exceedingly thick and black, inſomuch that we were unable to diſtinguiſh the body of the hill. About twelve o'clock, and during the afternoon, the loudneſs of the exploſions increaſed; and they were ſucceeded by ſhowers of cinders, which, in general were of the ſize of peas, though many of thoſe that were picked up from the deck were larger than a hazel nut. Several ſmall ſtones, which had undergone no alteration from the action of fire, fell with the cinders. In the evening we had dreadful claps of thunder and vivid flaſhes of lightning, which, with the darkneſs of the ſky, and the ſulphureous ſmell of the air, produced a very awful and tremendous effect. Our diſtance from the foot of the mountain was, at this time, about eight leagues.

At day-break on the 16th, we got up our anchors, and ſtood out of the bay; but the wind falling, and the tide of ebb ſetting acroſs the paſ-

ſage on the eaſtern ſhore, we were driven very near the three needle rocks, ſituated on that ſide of the entrance, and were under the neceſſity of hoiſting out the boats, for the purpoſe of towing the ſhips clear of them. At twelve o'clock, we were at the diſtance of ſix miles from the land; and our depth of water was forty-three fathoms, over a bottom of ſmall ſtones, of the ſame kind with thoſe which had fallen upon our decks, after the late eruption of the volcano.

The country had now a very different appearance from what it had on our firſt arrival. The ſnow, except what remained on the ſummits of ſome very lofty mountains, had vaniſhed; and the ſides of the hills, which abounded with wood in many parts, were covered with a beautiful verdure.

It being the intention of Captain Clerke to keep in ſight of the coaſt of Kamtſchatka, as much as the weather would allow, in order to aſcertain its poſition, we continued to ſteer towards the north-north-eaſt, with variable light winds, till the 18th. The volcano was ſtill obſerved to throw up immenſe volumes of ſmoke; and we did not ſtrike ground with one hundred and fifty fathoms of line, at the diſtance of twelve miles from the ſhore.

The wind blew freſh from the ſouth on the 18th, and the weather became ſo thick and hazy, that it was imprudent to make any further attempts at preſent

preſent to keep in ſight of the land. However, that we might be ready, whenever the fog ſhould clear up, to reſume our ſurvey, we ran on in the direction of the coaſt, (as repreſented in the Ruſſian charts) and fired ſignal guns for the Diſcovery to proceed on the ſame courſe. At eleven o'clock, juſt before we loſt ſight of land, Cheepoonſkoi Noſs, ſo denominated by the Ruſſians, was at the diſtance of ſeven or eight leagues, bearing north-north-eaſt.

At three o'clock in the morning of the 20th, the weather becoming clearer, we ſtood in towards the land; and, in the ſpace of an hour afterwards, ſaw it a-head, extending from north-weſt to north-north-eaſt, at the diſtance of about five leagues. The northern part we conjectured to be Kronotſkoi Noſs; its poſition in the Ruſſian charts, nearly agreeing with our reckoning in reſpect to its latitude, which was 54° 42′ north; though, in point of longitude, we differed conſiderably from them; for they place it 1° 48′ eaſt of Awatſka; whereas our computation makes it 3° 34′ eaſt of that place, or 162° 17′ eaſt of Greenwich. The land about this cape is very elevated, and the inland mountains were, at this time, covered with ſnow. There is no appearance of inlets or bays in the coaſt; and the ſhore breaks off in ſteep cliffs.

We had not long been gratified with this view of the land, when the wind freſhened from the

weſt, bringing on a thick fog, which obliged us to ſtand off in the direction of north-eaſt by eaſt. The fog diſperſing about noon, we again ſteered for the land, expecting to fall in with Kamtſchatſkoi Noſs, and gained a ſight of it at day-break on the 21ſt. The ſouth-weſt wind being ſoon after ſucceeded by a light breeze that blew off the land, we were prevented from approaching the coaſt ſufficiently near to determine its direction, or deſcribe its aſpect. At twelve o'clock, our longitude was 163° 50′, and our latitude 55° 52′; the extremes of the land bore north-weſt by weſt ¼ weſt, and north by weſt ¾ weſt; and the neareſt part was at the diſtance of about twenty-four miles.

At nine in the evening, when we had approached about ſix miles nearer the coaſt, it appeared to form a projecting peninſula, and to extend eleven or twelves leagues in the direction nearly of north and ſouth. It is level, and of a moderate elevation; the ſouthern extreme terminates in a low ſloping point; that to the northward forms a ſteep bluff head; and between them, ten or twelve miles to the ſouth of the northern cape, there is a conſiderable break in the land. On both ſides of this break, the land is low. A remarkable hill, reſembling a ſaddle, riſes beyond the opening; and a chain of lofty mountains, capped with ſnow, extends along the back of the whole peninſula.

The

The coaſt running in an even direction, we were uncertain with reſpect to the poſition of Kamtſchatſkoi Noſs, which, according to Mr. Muller, forms a projecting point towards the middle of the peninſula; but we afterwards found, that, in a late Ruſſian map, that appellation is given to the ſouthern cape. The latitude of this, from ſeveral accurate obſervations, was 56° 3′; and its longitude, 163° 20′. To the ſouth of this peninſula, the great river Kamtſchatka runs into the ſea.

The ſeaſon being too far advanced for us to make an accurate ſurvey of the coaſt of Kamtſchatka, it was the deſign of Captain Clerke, in our courſe to Beering's Straights, to aſcertain chiefly the reſpective ſituations of the projecting points of the coaſt. We therefore ſteered acroſs a ſpacious bay, laid down between Kamtſchatſkoi Noſs and Olutorſkoi Noſs, with a view of making the latter; which is repreſented by the Ruſſian geographers, as terminating the peninſula of Kamtſchatka, and as being the ſouthern limit of the country of the Koriacs.

On Tueſday the 22d, we paſſed a dead whale, which emitted a moſt horrible ſmell, perceivable at the diſtance of three or four miles. It was covered with a very conſiderable number of gulls, petrels, and other Oceanic birds, which were regaling themſelves upon it. On the 24th, the wind, which had ſhifted about during the three pre-

preceding days, ſettled at ſouth-weſt, bringing on clear weather, with which we proceeded towards the north-eaſt by north, acroſs the bay, having no land in ſight. In the courſe of this day we obſerved a great number of gulls, and were diſguſted with the indelicate manner of feeding of the arctic gull, which has procured it the appellation of the paraſite. This bird, which is rather larger than the common gull, purſues the latter ſpecies whenever it meets them; the gull, after flying about for ſome time, with loud ſcreams, and manifeſt indications of extreme terror, drops its excrement, which its purſuer inſtantly darts at, and catches in its beak before it falls into the ſea.

At one o'clock in the afternoon of the 25th, when we were in the latitude of 59° 12′, and in the longitude of 168° 35′, a very thick fog came on, about the time we expected to obtain a view of Olutorſkoi Noſs, which (if Muller's poſition of it, in the latitude of 59° 30′, and in the longitude of 167° 36′, is right) could then have been only a dozen leagues from us; at which diſtance, we might eaſily have diſcerned land of a moderate height. Our depth of water, at preſent, was ſo great, that we had no ground with a hundred and ſixty fathoms of line.

The fog ſtill continuing, prevented us from making a nearer approach to the land, and we ſteered eaſt by north at five o'clock, which is a little more eaſterly than the Ruſſian charts repreſent the

the trending of the coaſt from Olutorſkoi Noſs. The next day, a freſh gale blew from the ſouth-weſt, which laſted till noon on the 27th, when the weather clearing up, we ſteered to the north, with an intention of making the land. Our latitude, at this time, was 59° 49′, and our longitude 175° 43′. Though we ſaw ſome ſhags in the morning, which are imagined never to fly far from land, yet there was no appearance of it during the whole day. However, the next morning, about ſix o'clock, we had ſight of it towards the north-weſt. The coaſt appeared in hills of a moderate elevation; but, inland, others were obſerved conſiderably higher. The ſnow lying in patches, and no wood being perceived, the land had a very barren aſpect.

At nine o'clock, we were ten or eleven miles from the ſhore, the ſouthern extreme bearing weſt by ſouth, about ſix leagues diſtant, beyond which the coaſt ſeemed to incline to the weſt. This point being in the longitude of 174° 48′, and in the latitude of 61° 48′, is ſituated according to the Ruſſian charts, near the mouth of the river Opuka. The northern extremity, at the ſame time, bore north by weſt, between which, and a hill bearing north-weſt by weſt ½ weſt, the coaſt appeared to bend towards the weſt, and form a deep bay.

At the diſtance of about eight miles from the land, we obſerved a ſtrong rippling; and being under

under apprehenſions of meeting with foul ground, we made ſail to the north-eaſt, along the coaſt. On heaving the lead, we found the depth of water to be twenty-four fathoms, over a bottom of gravel. We therefore concluded, that the appearance above-mentioned, was occaſioned by a tide, then running to the ſouthward. At noon, the extremes of the land bearing weſt-ſouth-weſt, and north-north-eaſt, we were abreaſt of the low land, which, we now obſerved, joined the two points, where we had before expected to diſcover a deep bay. The coaſt bends a little towards the weſt, and has a ſmall inlet, which is, perhaps, the mouth of ſome inconſiderable river. Our longitude was now 175° 43′, and our latitude 61° 56′.

During the afternoon, we continued our courſe along the coaſt, at the diſtance of four or five leagues, with a breeze from the weſt, having regular ſoundings from twenty-eight to thirty-ſix fathoms. The coaſt exhibited an appearance of ſterility, and the hills roſe to a conſiderable elevation inland, but the clouds on their tops prevented us from determining their height. About eight o'clock in the evening, ſome of our people thought they ſaw land to the eaſt by north; upon which we ſtood to the ſouthward of eaſt; but it proved to be nothing more than a fog bank. At midnight, the extreme point bearing north-eaſt ¼ eaſt, we conjectured that it was St. Thadeus's

Noſs; to the ſouth of which the land inclines towards the weſt, forming a deep bight, wherein the river Katirka, according to the charts publiſhed by the Ruſſians, is ſituate.

The weather, on the 29th, was unſettled, with the wind at the north-eaſt point. The next day, at twelve o'clock, our longitude was 180°, and our latitude 61° 48′. At this time, St. Thadeus's Noſs bore north-north-weſt, at the diſtance of twenty-three leagues; and beyond it we perceived the coaſt extendiug almoſt directly north. The eaſternmoſt point of the Noſs is in the latitude of 62° 50′, and in the longitude of 179°. The land about it, from its being diſcerned at ſo great a diſtance, may juſtly be ſuppoſed to be of a conſiderable height. During this and the preceding day, we ſaw numbers of ſea-horſes, whales, and ſeals; alſo albatroſſes, gulls, ſea-parrots, guillemots, &c. Taking the advantage of a little calm weather, ſeveral of our people employed themſelves in fiſhing, and caught plenty of excellent cod. Our ſoundings were from ſixty-five to ſeventy-five fathoms.

At noon, on Thurſday the 1ſt of July, Mr. Bligh, Maſter of the Reſolution, having moored a ſmall keg with the deep-ſea lead, in ſeventy-five fathoms water, found that the ſhip made a courſe to the north by eaſt, about half a mile in an hour: this was attributed by him to the effect of a ſoutherly ſwell, rather than to that of any cur-

current. The wind, towards the evening, freſhening from the ſouth-eaſt, we ſteered to the north-eaſt by eaſt, for the point that Beering calls Tſchukotſkoi Noſs, which we had obſerved on the 4th of September the preceding year, at the ſame time that we perceived, towards the ſouth-eaſt, the Iſle of St. Lawrence. This cape, and St. Thadeus's Noſs, from the north-eaſtern and ſouth-weſtern extremes of the extenſive Gulph of Anadir, into the bottom of which the river of that name diſcharges itſelf, ſeparating, as it paſſes, the country of the Tſchutſki from that of the Koriacs.

On the 3d of July, at twelve o'clock, our latitude was 63° 33′, and our longitude 186° 45′. Between twelve and one, we deſcried the Tſchukotſkoi Noſs, bearing north half weſt, at the diſtance of thirteen or fourteen leagues. At five in the afternoon, we ſaw the iſland of St. Lawrence, in the direction of eaſt three-quarters north; and alſo another iſland, which we imagined was between St. Lawrence and Anderſon's Iſland, about eighteen miles eaſt-ſouth-eaſt of the former. As we had no certain knowledge of this iſland, Captain Clerke was inclined to have a nearer view of it, and immediately hauled the wind towards it: but it unfortunately happened, that we were unable to weather the Iſle of St. Lawrence, and were therefore obliged to bear up again, and paſs them all to the leeward.

The latitude of the Iſland of St. Lawrence, according to the moſt accurate obſervations, is 63° 47′; and its longitude is 188° 15′. This iſland, if its boundaries were at preſent within our view, is about three leagues in circumference. The northern part of it may be diſcerned at the diſtance of ten or a dozen leagues. As it has ſome low land to the ſouth-eaſt, the extent of which we could not perceive, ſome of us ſuppoſed, that it might perhaps be joined to the land to the eaſtward of it: we were, however, prevented by the hazineſs of the weather, from aſcertaining this circumſtance. Theſe iſlands, as well as the land adjoining to the Tſchukotſkoi Noſs, were covered with ſnow, and preſented a moſt diſmal aſpect. About midnight, the Iſle of St. Lawrence was five or ſix miles diſtant, bearing ſouth-ſouth-eaſt; and our ſoundings were eighteen fathoms. We were accompanied with ſea fowl of various ſorts, and obſerved ſome guillemots and ſmall creſted hawks.

As the weather continued to thicken, we loſt ſight of land till Monday the 5th, when we had a view of it both to the north-eaſt and north-weſt. Our longitude, at this time, was 189° 14′, and our latitude 65° 24′. As the iſlands of St. Diomede, which are ſituated in Beering's Straight, between the two continents of Aſia and America, were determined by us the preceding year to be in the latitude of 65° 48′, we were at a loſs how

to

to reconcile the land towards the north-eaſt, with the poſition of thoſe iſlands. We therefore ſtood for the land till three o'clock in the afternoon, when we were within the diſtance of four miles from it, and diſcovering it to be two iſlands, were pretty well convinced of their being the ſame; but the hazineſs of the weather ſtill continuing, we, in order to be certain, with reſpect to our ſituation, ſtood over to the Aſiatic coaſt, till about ſeven o'clock in the evening; at which time we had approached within two or three leagues of the eaſtern cape of that continent.

This cape is an elevated round head of land, and extends about five miles from north to ſouth. It forms a peninſula, which is connected with the continent by a narrow iſthmus of low land. It has a bold ſhore; and three lofty, detached, ſpiral rocks, are ſeen off its north part. It was at preſent covered with ſnow, and the beach encompaſſed with ice. We were now convinced of our having been under the influence of a ſtrong current ſetting to the northward, which had occaſioned an error of twenty miles in our computation of the latitude at noon. At the time of our paſſing this Straight the laſt year, we had experienced a ſimilar effect.

Being now certain with regard to our poſition, we ſteered north by eaſt. At ten o'clock in the evening, the weather clearing up, we ſaw, at the ſame inſtant, the remarkable peaked hill near

Cape Prince of Wales, on the North American coaſt, and the Eaſt Cape of Aſia, with the two iſlands of St. Diomede between them.

In the courſe of this day, we ſaw ſeveral large white gulls, and great numbers of very ſmall birds of the hawk kind. The beak of the latter was compreſſed, and large in proportion to the body of the bird; the colour was dark brown, or rather black, the breaſt whitiſh, and towards the abdomen a reddiſh brown hue was viſible.

On the 6th, at twelve o'clock, our latitude was 67°, and our longitude 191° 6′. Having already paſſed many large maſſes of ice, and obſerved that it adhered, in ſeveral places, to the ſhore of the Aſiatic continent, we were not greatly ſurpriſed when we fell in, about three o'clock, with an extenſive body of it, ſtretching towards the weſt. This appearance conſiderably diſcouraged our hopes of proceeding much further to the north this year, than we had done the preceding. There being little wind in the afternoon, the boats were hoiſted out in purſuit of the ſea-horſes, great numbers of which were ſeen on the detached pieces of ice; but they returned without ſucceſs: theſe animals being extremely ſhy, and, before our people could come within gun-ſhot of them, always retreated into the water.

Having hoiſted in the boats at ſeven o'clock in the evening, we ſtood on to the north-eaſtward,

ward, with a freſh ſoutherly breeze, intending to explore the American continent, between the latitudes of 68° and 69°, which, on account of the foggy weather, we had not an opportunity of examining the laſt year. In this attempt we were partly diſappointed again: for, on the 7th, about ſix o'clock in the morning, we were ſtopped by a large body of ice, ſtretching from north-weſt to ſouth-eaſt; but, not long afterwards, the horizon becoming clear, we had a view of the American coaſt, at the diſtance of about ten leagues, extending from north-eaſt by eaſt to eaſt, and lying between 68° and 68° 20′ of northern latitude. The ice not being high, we were enabled by the clearneſs of the weather to ſee over a great extent of it. The whole exhibited a compact ſolid ſurface, not in the leaſt thawed; and ſeemed alſo to adhere to the land.

The weather becoming hazy ſoon after, we loſt ſight of the land; and it being impoſſible to approach nearer to it, we ſteered to the north-north weſt, keeping the ice cloſe on board; and having, by noon, got round its weſtern extremity, we found that it trended nearly north. Our longitude, at this time, was 192° 34′, and our latitude 68° 22′. We proceeded along the edge of the ice, to the north-north-eaſt, during the remainder of the day, paſſing through many looſe pieces which had been ſeparated from the main body, and againſt which our veſſels were

driven with great violence, notwithſtanding our utmoſt caution. About eight in the evening, we paſſed ſome drift-wood: at midnight the wind veered to the north-weſt; and there were continued ſhowers of ſnow and ſleet. The thermometer had now fallen from 38° to 31°.

The next morning, at five o'clock, the wind ſhifting more to the northward, we could continue no longer on the ſame tack, by reaſon of the ice, but were under the neceſſity of ſtanding towards the weſt. Our depth of water, at this time, was nineteen fathoms; from which, upon comparing it with our remarks on the ſoundings in the preceding year, we inferred, that our preſent diſtance from the coaſt of America did not exceed ſix or ſeven leagues; but our view was circumſcribed within a much narrower compaſs, by a heavy fall of ſnow. Our latitude, at twelve o'clock, was 69° 21′, and our longitude 192° 42′.

At two in the afternoon, the weather became clearer, and we found ourſelves cloſe to an expanſe of ice, which, from the maſt-head, was diſcovered to conſiſt of very large compact bodies; united towards the exterior edge, but, in the interior parts, ſome pieces were obſerved floating in vacant ſpaces of the water: it extended from weſt-ſouth-weſt to north-eaſt by north. We bore away towards the ſouth, along the edge of it, endeavouring to get into clearer water; for the ſtrong

ſtrong northerly winds had drifted down ſuch numbers of looſe pieces, that we had been encompaſſed with them for ſome time, and were unable to prevent the ſhips from ſtriking againſt ſeveral of them.

On Friday the 9th, a freſh gale blew from the north-north-weſt, accompanied with violent ſhowers of ſnow and ſleet. The thermometer, at noon, was at 30°. We ſteered weſt-ſouth-weſt, and kept as near the main body of ice as we could; but had the misfortune to damage the cut-water againſt the drift pieces, and rub off ſome of the ſheathing from the bows. The ſhocks, indeed, which our ſhips received, were frequently very ſevere, and were attended with conſiderable hazard. Our latitude, at noon, was 69° 12′, and our longitude 188° 5′.

Having now ſailed almoſt forty leagues to the weſt, along the edge of the ice, without perceiving any opening, or a clear ſea beyond it towards the north, we had no proſpect of making further progreſs to the northward at preſent. Captain Clerke, therefore, determined to bear away to the ſouth by eaſt, the only quarter which was clear, and to wait till the ſeaſon was ſomewhat more advanced, before he made any further attempts to penetrate through the ice. He propoſed to employ the intermediate time in ſurveying the bay of St. Lawrence, and the coaſt ſituate to the ſouth of it; as it would be a great ſatis-

faction to have a harbour ſo near, in caſe of future damage from the quantity of ice in theſe parts. We were alſo deſirous of paying another viſit to the Tſchutſki; and more particularly ſince the accounts we had heard of them from Major Behm.

In conſequence of this determination, we made ſail to the ſouthward, till the 10th at noon, when we paſſed conſiderable quantities of drift ice, and a perfect calm enſued. The latitude, at this time, was 68° 1′, and the longitude 188° 30′. This morning we ſaw ſeveral whales; and in the afternoon, there being great numbers of ſea-horſes on the pieces of ice that ſurrounded us, we hoiſted out the boats, and diſpatched them in purſuit of thoſe animals. Our people had more ſucceſs on this occaſion, than they had on the 6th; for they returned with three large ones, and a young one, beſides having killed or wounded ſome others. They were witneſſes of ſeveral ſtriking inſtances of parental affection in theſe animals. All of them, on the approach of the boats towards the ice, took their young ones under their fins, and attempted to eſcape with them into the ſea. Some, whoſe cubs were killed or wounded, and left floating upon the ſurface of the water, roſe again, and carried them down, ſometimes juſt as our men were on the point of taking them into the boat; and could be traced bearing them to a conſiderable diſtance through the water,

water, which was ſtained with their blood. They were afterwards obſerved bringing them, at intervals, above the ſurface, as if for air, and again plunging under it, with a horrid bellowing. The female, in particular, whoſe young one had been killed, and taken into the boat, became ſo furious, that ſhe even ſtruck her two tuſks through the bottom of the cutter.

About eight o'clock in the evening, an eaſterly breeze ſprung up, with which we continued to ſteer to the ſouthward; and, at midnight, fell in with many extenſive bodies of ice. We attempted to puſh through them under an eaſy ſail, that the ſhips might ſuſtain no damage; and when we had proceeded a little further towards the ſouth, nothing was viſible but a very large and compact maſs of ice, extending to the north-eaſt, ſouth-weſt, and ſouth-eaſt, as far as the eye could reach. This formidable obſtacle prevented our viſiting the Tſchutſki; for no ſpace remained open, except back again to the northward. We therefore tacked, at three o'clock in the morning of the 11th, and ſtood to that quarter. The latitude, at noon, was 67° 49′, and the longitude 188° 47′.

On Monday the 12th, we had light winds and hazy weather. On examining the current, we found it ſet towards the north-weſt, at the rate of half a mile an hour. We continued our northerly courſe, with a breeze from the ſouth, and fair weather, till ten o'clock in the morning of the 13th,

13th, when we again found ourſelves cloſe in with a ſolid maſs of ice, to which we could perceive no limits from the maſt-head. This was an effectual diſcouragement to all our hopes of penetrating further; which had been greatly raiſed, by our having now advanced almoſt ten leagues, through a ſpace, which, on the 9th, had been found to be occupied by impenetrable ice. Our ſituation, at this time, was nearly in the middle of the channel, betwixt the two continents; our latitude was 69° 37′; and the main body of the ice extended from weſt-ſouth-weſt to eaſt-north-eaſt.

As, in that part of the ſea where we now were, there was no probability of getting further to the north, Captain Clerke determined to make a final attempt on the coaſt of America, for Baffin's Bay, ſince we had found it practicable to advance the furtheſt on this ſide, in the preceding year. We accordingly, during the remainder of the day, worked to the windward, with a freſh breeze from the eaſt. We obſerved ſeveral fulmars and arctic gulls, and paſſed two trees, both of which ſeemed to have lain a long time in the water. The larger one was, in length, ten or eleven feet, and in circumference, about three, without either the bark or branches.

We proceeded to the eaſtward on the 14th, with thick foggy weather. The next day, the wind blowing freſh from the weſt, and having, in

in ſome meaſure, diſperſed the fog, we immediately ſteered to the north, in order to have a nearer view of the ice; and we were ſoon cloſe in with it. It extended from north-north-weſt to north-eaſt, and was ſolid and compact: the exterior parts were ragged, and of various heights; the inner ſurface was even; and, as we ſuppoſed, from eight to ten feet above the level of the ſea. The weather becoming moderate during the reſt of the day, we ſhaped our courſe according to the trending of the ice, which, in ſeveral places, formed deep bays.

The wind freſhened in the morning of the 16th, and was accompanied with frequent and thick ſhowers of ſnow. At eight o'clock in the forenoon, we had a ſtrong gale from the weſt-ſouth-weſt, which brought us under double-reefed top-ſails; when, the weather in ſome degree clearing up, we found ourſelves, as it were embayed; the ice having ſuddenly taken a turn to the ſouth-eaſtward, and encompaſſing us, in one compact body, on all ſides but the ſouth. In conſequence of this, we hauled our wind to the ſouthward, being, at that time, in twenty-ſix fathoms water, and in the latitude of 70° 8′ north; and, as we imagined, at the diſtance of about five-and-twenty leagues from the American coaſt.

At four in the afternoon, the gale increaſing, we got the top-gallant-yards down upon the deck, furled the mizen top-ſail, and cloſe-reefed the fore

fore and main-top-ſails. About eight o'clock, finding that our ſoundings had decreaſed to twenty-two fathoms, which we conſidered as an indication of our near approach to the coaſt of America, we tacked and ſteered to the northward. In the night we had boiſterous weather, attended with ſnow: but, the next morning, it was clear and moderate; and, at eight o'clock, we got the top-gallant-yards acroſs, and bore away, with the wind ſtill at weſt-ſouth-weſt. Our latitude, at noon, was 69° 55′, and our longitude, 194° 30′. The wind ſlackened in the evening, and, about midnight, we had a calm.

A light breeze ariſing from the eaſt-north-eaſt, at five in the morning of the 18th, we continued our progreſs towards the north, with a view of regaining the ice as ſoon as poſſible. We ſaw numbers of ſea-parrots, and ſmall ice-birds, and alſo many whales; and paſſed ſeveral logs of drift-wood. The latitude, at twelve o'clock, was 70° 26′, and the longitude 194° 54′. Our ſoundings, at the ſame time, were three-and-twenty fathoms; and the ice extended from north to eaſt-north-eaſt, being about one league diſtant.

At one o'clock in the afternoon, obſerving that we were cloſe in with a firm united maſs of ice, ſtretching from eaſt to weſt-north-weſt, we tacked, and, the wind veering to the weſtward, ſtood to the eaſt, along the edge of it, till eleven in the evening. A very thick fog then coming

on, and the depth of water decreaſing to nineteen fathoms, we hauled our wind to the ſouthward.

Though we perceived no ſea-horſes on the body of ice, yet, on the detached fragments of it, they were ſeen in herds, and in greater numbers than we had ever before obſerved. About nine o'clock in the evening, a white bear ſwam cloſe by the Diſcovery; it afterwards went towards the ice, on which were likewiſe two others.

The weather clearing up at one in the morning of the 19th, we bore away to the north-eaſt till two o'clock, when we were again ſo completely embayed by the ice, that no opening remained, except to the ſouthward; to which quarter we therefore directed our courſe, and returned through a very ſmooth water, with favourable weather, by the ſame way we had come in. We were unable to penetrate further towards the north than at this time, when our latitude was 70° 33′, which was about five leagues ſhort of the point to which we had advanced the preceding ſummer. We ſtood to the ſouth-ſouth-weſt, with light winds from the north-weſt, near the edge of the main body of ice, which was ſituated on our left-hand, extending between us and the American coaſt. At noon, our latitude was 70° 11′, and our longitude 196° 15′; and our ſoundings were ſixteen fathoms. We ſuppoſed, from this circumſtance, that the Icy Cape was at the diſtance of only ſeven or eight leagues from us: but, though the weather

ther was, in general, pretty clear, there was, at the ſame time, a hazineſs in the horizon; ſo that we could not expect to have an opportunity of ſeeing the cape.

Two white bears appearing in the water during the afternoon, ſome of our people immediately purſued them in the jolly boat, and were ſo fortunate as to kill them both. The larger one, which was, in all probability, the dam of the younger, being ſhot firſt, the other would not leave it, though it might have eſcaped with eaſe on the ice, while the men were re-loading their muſquets; but continued ſwimming about, till, after having been ſeveral times fired upon, it was ſhot dead. The length of the larger one, from the ſnout to the end of the tail, was ſeven feet two inches; its circumference, near the fore-legs, was four feet ten inches; the height of the ſhoulder was four feet three inches; and the breadth of the fore-paw was ten inches. The weight of its four quarters was four hundred and thirty-ſix pounds. The four quarters of the ſmalleſt weighed two hundred and fifty-ſix pounds.

Theſe animals furniſhed us with ſome good meals of freſh meat. Their fleſh, indeed, had a ſtrong fiſhy taſte, but was infinitely ſuperior to that of the ſea-horſe; which, however, our people were again perſuaded, with no great difficulty, to prefer to their ſalted proviſions.

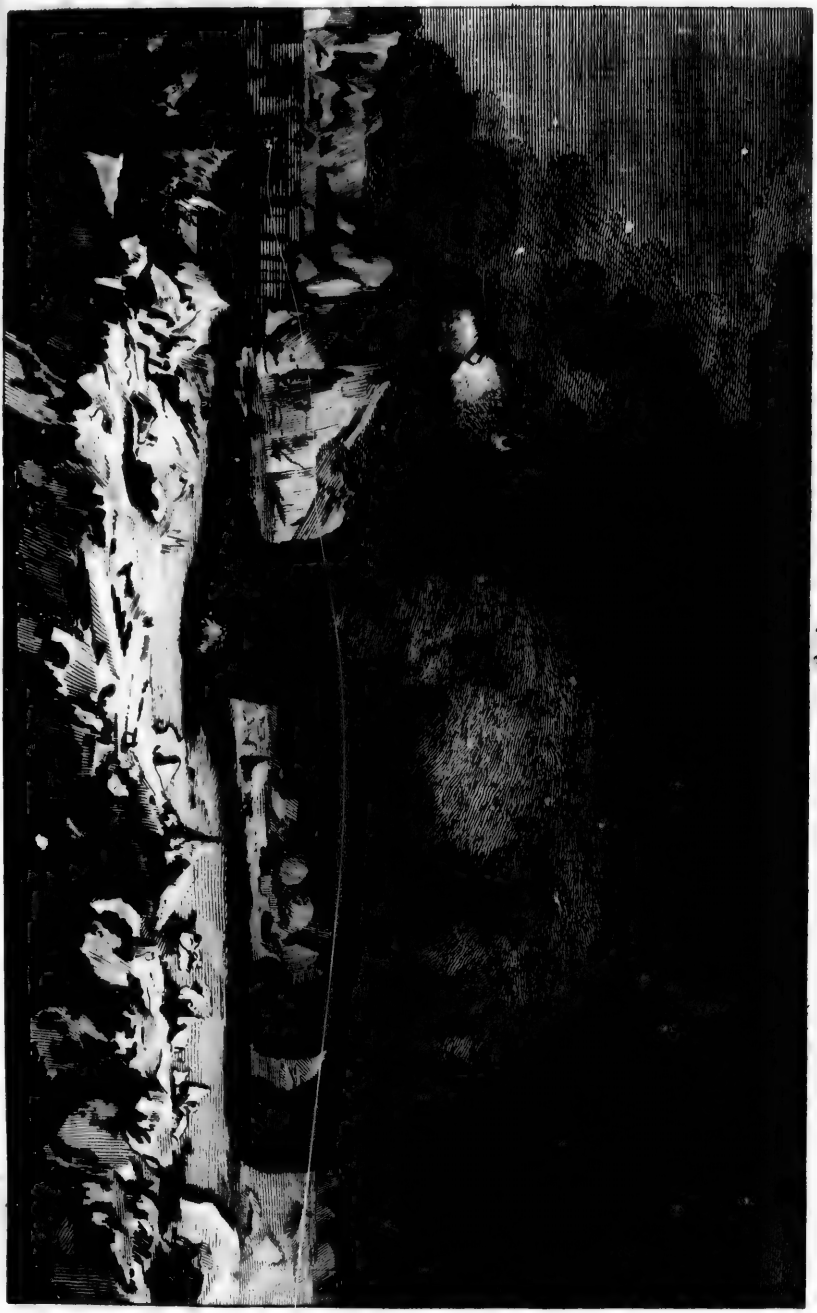
On

e was, at
; so that
tunity of

er during
nediately
e so for-
ger one,
n of the
ould not
with ease
ing their
out, till,
n, it was
he, from
even feet
he fore-
t of the
and the
s. The
hundred
rters of
fifty-six

he good
d, had a
erior to
er, our
reat dif-
.

On



On Tueſday the 20th, at ſix in the morning, a thick fog ariſing, we loſt ſight of the ice for the ſpace of two hours; but, when the weather became clearer, we again had a view of the main body to the ſouth-ſouth-eaſt; and immediately hauled our wind, which was eaſterly, towards it, expecting to make the American coaſt to the ſouth-eaſt, which we effected between ten and eleven o'clock. The latitude, at noon, was 69° 33′, and the longitude 194° 53′. Our depth of water, at the ſame time, was nineteen fathoms. The land was at the diſtance of eight or ten leagues, extending from ſouth by eaſt to ſouth-ſouth-weſt, half weſt, being the ſame we had ſeen the preceding year; but it was, at preſent, much more covered with ſnow than at that time; and the ice ſeemed to adhere to the ſhore.

We continued to ſail in the afternoon, through a ſea of looſe ice, and to ſteer towards the land, as near as the wind, which blew from eaſt-ſouth-eaſt, would permit. A thick fog came on at eight o'clock in the evening, and the wind abated. Obſerving a rippling in the water, we tried the current, and found it ſet to the eaſt-north-eaſt, at the rate of a mile in an hour: we therefore reſolved to ſteer before the wind, during the night, in order to ſtem it, and oppoſe the large pieces of looſe ice, which were ſetting us on towards the coaſt. Our ſoundings, at midnight, were twenty fathoms.

The next morning, at eight o'clock, the wind freſhening, and the fog diſperſing, we again had ſight of the coaſt of America to the ſouth-eaſtward, at the diſtance of nine or ten leagues, and hauled in for it; but the ice in a ſhort time effectually ſtopped our further progreſs on that ſide, and we were obliged to bear away towards the weſt, along the edge of it. Our latitude, at twelve, was 69° 34′; our longitude was 193°, and our ſoundings were twenty-four fathoms.

A connected ſolid field of ice, thus baffling all our efforts to make a nearer approach to the land, and (as we had ſome reaſon to imagine) adhering to it, we relinquiſhed all hopes of a north-eaſt paſſage to Great-Britain.

Captain Clerke now finding it impoſſible to advance further to the northward on the American coaſt, and deeming it equally improbable, that ſuch a prodigious quantity of ice ſhould be diſſolved by the few remaining weeks that would terminate the ſummer, conſidered it as the beſt ſtep that could be taken, to trace the ſea over to the coaſt of Aſia, and endeavour to find ſome opening that would admit him further north, or ſee what more could be done upon that coaſt, where he hoped to meet with better ſucceſs.

CHAP.

CHAP. IV.

Attempt to paſs the Ice to the North-Weſt—Critical Situation of the Diſcovery—Sea-Horſes killed—Greatly obſtructed by the Ice—Damages ſuſtained by the Diſcovery—Captain Clerke reſolves to proceed to the Southward—The Crews rejoice greatly on that Occaſion—Paſs Serdze Kamen—Through Beering's Straits—Obſervations on the Extent of the North-Eaſt Coaſt of Aſia—Reaſons for rejecting Muller's Map——Impracticability of a North-Eaſt or North-Weſt Paſſage from the Atlantic into the Pacific Ocean—The Progreſs made in 1778, *compared with that made in* 1779—— *Obſervations on the Sea, Sea-Coaſts, &c. North of Beering's Straits—Reſume the Hiſtory of the Voyage—The Iſland of St. Lawrence—Iſland of Mednoi—Death of Captain Clerke—Enumeration of his Services.*

IN conſequence of Captain Clerke's determination to relinquiſh all attempts on the American coaſt, and to make his final efforts, in ſearch of a paſſage, on the coaſt of the Aſiatic continent, we ſteered weſt-north-weſt, during the afternoon of the 21ſt of July, through a great quantity of looſe ice. About ten o'clock in the evening, diſcovering the main body of ice through the fog, right ahead, and very near us, and being

unwilling to ſtand to the ſouthward, ſo long as we could poſſibly avoid it; we hauled our wind, which was eaſterly, and made ſail to the north; but in the ſpace of an hour afterwards, finding that the weather became clearer, and that we were ſurrounded by a compact field of ice on all ſides, except to the ſouth-ſouth-weſt, we tacked, and ſteered in that direction, for the purpoſe of getting clear of it. On the 22d at noon, our latitude was 69° 30′, and our longitude 187° 30′. In the afternoon, we again came up with the ice, which extending to the north-weſt and ſouth-weſt, obliged us to proceed to the ſouthward, in order to weather it.

It may not be improper to remark, that ſince the 8th of July, we had twice traverſed the ſea, in lines almoſt parallel with the run we had juſt now made; that we were unable in the firſt of thoſe traverſes, to penetrate ſo far north, by eight or ten leagues, as in the ſecond; and that in the laſt we had again met with a connected maſs of ice, generally about five leagues to the ſouthward of its poſition in the preceding run. This makes it evident, that the large compact fields of ice, obſerved by us, were moveable, or diminiſhing; but, at the ſame time, it does not authoriſe any expectation of advancing much farther, even in the moſt favourable ſeaſons.

About ſeven o'clock in the evening, the weather being hazy, and no ice viſible, we made ſail

to

to the weſtward; but, between eight and nine, the haze diſperſing, we found ourſelves in the midſt of looſe ice, and very near the main body; we therefore ſtood upon a wind, which was ſtill eaſterly, and continued to beat to windward during the night, hoping to weather the looſe pieces, which the wind drove down upon us in ſuch quantities, that we were in great danger of being blocked up by them.

The next morning, the clear water, in which we ſteered to and fro, did not exceed a mile and a half, and was leſſening every moment. At length, after exerting our moſt ſtrenuous endeavours to clear the looſe ice, we were under the neceſſity of forcing a paſſage to the ſouth, which we accompliſhed between ſeven and eight, though not without ſubjecting the ſhip to ſome very ſevere ſhocks. The Diſcovery was not ſo ſucceſsful; for, about eleven o'clock, when ſhe had almoſt got clear out, ſhe became ſo entangled by ſeveral large pieces, that her progreſs was ſtopped, and ſhe immediately dropped to leeward, and fell, broadſide foremoſt, on the edge of a conſiderable body of ice; and there being an open ſea to windward, the ſurf occaſioned her to ſtrike with violence upon it. This maſs, at length, either ſo far broke, or moved, as to give the crew an opportunity of making another effort to eſcape; but, it unfortunately happened, that, before the ſhip gathered way enough to be under

command, ſhe fell to leeward a ſecond time, on another fragment, and the ſwell rendering it unſafe to lie to windward, and finding no proſpect of getting clear, they puſhed into a ſmall opening, furled their ſails, and made the veſſel faſt with ice-hooks.

We ſaw them in this dangerous ſituation at noon, at the diſtance of about three miles from us, in a north-weſt direction; a freſh gale from the ſouth-eaſt driving more ice towards the north-weſt, and augmenting the body that lay between us. Our latitude, at this time, was 69° 8′; our longitude 187°; and our ſoundings were twenty-eight fathoms. To add to the apprehenſions which began to force themſelves on our minds, between four and five in the afternoon, the weather becoming thick and hazy, we loſt ſight of the Diſcovery. However, that we might be in a ſituation to afford her every poſſible aſſiſtance, we ſtood on cloſe by the edge of the ice. About ſix o'clock the wind ſhifting to the north, gave us ſome hopes, that the ice might drift away, and releaſe her from her danger; and in that caſe, as it was uncertain in what condition ſhe might come out, we continued, every half hour, to fire a gun, with a view of preventing a ſeparation. Our fears for her ſafety did not ceaſe till nine, when we heard her guns fired in anſwer to ours; and not long afterwards, being hailed by her, we were informed, that, upon the change of wind,

wind, the ice began to ſeparate; and that her people, ſetting all the ſails, forced a paſſage through it. We alſo learned, that, while they were ſurrounded by it, they found the ſhip drift, with the main body towards the north-eaſt, at the rate of half a mile an hour. We found, that ſhe had rubbed off much of the ſheathing from her bows, and was become very leaky, from the violent blows ſhe had received when ſhe fell upon the edge of the ice.

On Saturday the 24th, we had freſh breezes from the ſouth-weſt, with hazy weather, and ſteered to the ſouth-eaſt till eleven o'clock in the forenoon, when our courſe was again obſtructed by a large body of looſe ice, which extended from north-north-eaſt to ſouth-ſouth-eaſt; and to which we could diſcover no end. We therefore kept working to windward, and at twelve o'clock our latitude was 68° 53′, and longitude 188°. About four in the afternoon, it became calm, and the boats were hoiſted out in purſuit of the ſea-horſes, which appeared in prodigious herds on each ſide of us. Ten of them were killed by our people, which were as many as could be made uſe of by us for eating, or for converting into lamp oil. We kept on with a ſouth-weſterly wind, along the edge of the ice, which extended in a direction nearly eaſt and weſt, till four in the morning of the 25th, when perceiving a clear ſea beyond it, to the ſouth eaſtward, we ſteered that

way, with an intention of forcing through it. We had cleared it by ſix, and continued, during the remaining part of the day, to run towards the ſouth-eaſt, with no ice in ſight.

At noon, our latitude was 68° 38′, our longitude 189° 9′, and our ſoundings thirty fathoms. We tacked at midnight, and ſtood to the weſt, with a freſh ſoutherly gale; and the next morning, at ten, the ice again made its appearance, extending from north-weſt to ſouth. It was looſe, and drifted by the force of the wind towards the north. At twelve, our latitude was 68°, longitude 88° 10′, and our depth of water was twenty-eight fathoms. For the remainder of the day, and till noon of the 27th, we ſtood backwards and forwards, to clear ourſelves of different pieces of ice. The latitude at noon was 67° 47′, and the longitude 188°.

At two in the afternoon, we had ſight of the continent to the ſouth by eaſt; and, at four, having run, ſince noon, to the ſouth-weſt, we were encompaſſed by looſe maſſes of ice, with the main body of it in view, ſtretching in the direction of north by weſt, and ſouth by eaſt, as far as the eye could reach, beyond which we deſcried the Aſiatic coaſt, bearing ſouth, and ſouth by eaſt.

It being now neceſſary to come to ſome determination reſpecting the courſe we were next to ſteer, Captain Clerke diſpatched a boat, with the carpenters, on board the Diſcovery, to make inquiry

quiry into the particulars of the damage ſhe had lately received. They returned, in the evening, with the report of Captain Gore, and of the carpenters of both veſſels, that the damages ſuſtained were ſuch as would require three weeks to repair; and that it would be requiſite, for that purpoſe, to make the beſt of their way to ſome port.

Thus, finding our farther progreſs to the north, as well as our nearer approach to either continent, obſtructed by immenſe bodies of ice, we conſidered it as not only injurious to the ſervice, by endangering the ſafety of the ſhips, but likewiſe fruitleſs with reſpect to the deſign of our voyage, to make any farther attempts for the diſcovery of a paſſage. This, therefore, added to Captain Gore's repreſentations, determined Captain Clerke to loſe no more time in what he concluded to be an unattainable object, but to proceed to the bay of Awatſka, to repair our damages there, and, before the winter ſhould ſet in, to take a ſurvey of the coaſt of Japan.

Great was the joy that appeared on the countenance of every individual, as ſoon as Captain Clerke's reſolutions were made known. We were all completely weary of a navigation full of danger, and in which the greateſt perſeverance had not been rewarded with the ſmalleſt proſpect of ſucceſs. We therefore turned our faces towards home, after an abſence of three years, with extreme

treme delight and ſatisfaction, notwithſtanding the very long voyage we had ſtill to make.

We worked to windward on the 28th, with a freſh breeze from the ſouth-eaſt, being ſtill in ſight of the coaſt of Aſia. At four in the morning, Cape Serdze Kamen bore ſouth-ſouth-weſt, at the diſtance of ſix or ſeven leagues. We obſerved, in different places, upon the ſummits of the hills, which riſe inland on each ſide of this Cape, protuberances of a conſiderable height, which had the appearance of pillars of ſtone, or great rocks.

The next day, the wind being ſtill unfavourable, we made but ſlow progreſs to the ſouthward. About midnight, we had foggy weather, attended with a breeze from the north-north-weſt, with which we ſteered to the ſouth-ſouth-eaſt, through the ſtraits, and had no land in our view till ſeven in the evening of the 30th, when the fog diſperſing, we ſaw Cape Prince of Wales, bearing ſouth by eaſt, at the diſtance of about ſix leagues; and the iſland of St. Diomede ſouth-weſt by weſt. We now ſtood to the weſt, and at eight made the Eaſt Cape, which at midnight, was four leagues diſtant, bearing weſt by north.

During the night we ſteered to the ſouth-ſouth-weſt, with a freſh breeze from the weſt-north-weſt; and on the 31ſt, at four in the morning, the Eaſt Cape bore north-north-eaſt, and the north-eaſt part of the Bay of St. Lawrence, (where

(where our ſhips anchored the preceding year) weſt by ſouth, its diſtance being twelve miles. As we could not have worked up to windward, without a greater conſumption of time, than the object ſeemed to deſerve, we ran acroſs the bay, regretting the loſs of this opportunity of paying another viſit to the Tſchutſki. At twelve o'clock our latitude was 65° 6′, and longitude 189°. The ſouth point of the bay of St. Lawrence was ſeven or eight leagues diſtant, bearing north by weſt one quarter weſt.

Having now paſſed Beering's Straits, and finally quitted the north-eaſt coaſt of Aſia, it may not, perhaps, be improper, on this occaſion, to ſtate our reaſons for adopting two general concluſions relative to its extent, in oppoſition to the ſentiments of Mr. Muller. The firſt is, that the promontory called Eaſt Cape is actually the moſt eaſterly point of that quarter of the globe; or, in other words, that no part of that continent extends in longitude beyond 190° 22′ eaſt. The ſecond is, that the latitude of the north eaſternmoſt extreme is ſomewhat to the ſouthward of 70° north. With regard to the former, if ſuch land really exiſts, it muſt certainly be to the north of the 69th degree of latitude, where the diſcoveries made in our preſent voyage terminate. We ſhall therefore, in the firſt place, endeavour to inveſtigate the probable direction of the coaſt beyond this point.

Ruſſia

Ruſſia being the only nation, that has hitherto navigated this part of the ocean, all our information reſpecting the poſition of the coaſt to the northward of Cape North, is derived from the journals and charts of the perſons who have been engaged, at different times, in determining the bounds of that extenſive empire; and theſe are, in general, ſo confined, contradictory, and imperfect, that we cannot eaſily form a diſtinct idea of their pretended, much leſs collect the particulars of their real diſcoveries. On this account, the extent and figure of the peninſula, inhabited by the Tſchutſki, ſtill remains a point, on which the Ruſſian geographers are greatly divided in their opinions. Mr. Muller, in the map which he publiſhed in 1754, ſuppoſes that this country extends towards the north-eaſt, as far as the latitude of 75°, and the longitude of 190° eaſt of Greenwich; and that it ends in a round cape, which he denominates Tſchukotſkoi Noſs. To the ſouth of this cape, the coaſt, as he imagines, forms a bay to the weſt, bounded in the latitude of 67° 18′, by Serdze Kamen, the moſt northerly point obſerved by Beering in his expedition in 1728. The map publiſhed in 1776 by the academy of St. Peterſburg, gives a new form to the whole peninſula, placing its north eaſternmoſt extreme in the latitude 73°, longitude 178° 30′, and the moſt eaſterly point in latitude 65° 30′, longitude 189° 30′. All the other maps we have

ſeen,

ſeen, both manuſcript and printed, vary between theſe two, apparently more according to the fancy and conjectures of the compiler, than on any grounds of more accurate intelligence. The only particular in which there is a general coincidence, with very little variation, is the poſition of the Eaſt Cape in the latitude of 66°. The form of the coaſt, both to the north and ſouth of the Eaſt Cape, in the map of the academy, is extremely erroneous, and may be entirely diſregarded. In Mr. Muller's map, the coaſt towards the north has ſome degree of reſemblance to our ſurvey, as far as the latter extends, except that he does not make it trend ſufficiently to the weſt, but makes it recede only ab. - 5° of longitude, between the latitude of 66° and 69°; whereas it actually recedes near ten. Between the latitude of 69° and 74°, the coaſt, according to him, bends round to the north and north-eaſt, and forms a large promontory. On what authority he has thus repreſented the coaſt, is next to be examined.

The ingenious Mr. Coxe, whoſe accurate reſearches into this ſubject, give great weight to his ſentiments, is of opinion, that the extremity of the Noſs in queſtion, was never paſſed except by Deſhneff and his party, who ſailed in the year 1648, from the river Kovyma, and are imagined to have got round it into the Anadyr. As the narrative of this expedition, the ſubſtance of which has been given by Mr. Coxe in his account of Ruſſian

Ruſſian diſcoveries, comprehends no geographical delineation of the coaſt along which they ſailed, our conjectures reſpecting its poſition muſt be derived from incidental circumſtances; and from theſe it evidently appears, that the Tſchukotſkoi Noſs of Deſhneff, is, in reality, the promontory named by Captain Cook, the Eaſt Cape. Speaking of the Noſs, he ſays, that a perſon may ſail from the iſthmus to the Anadyr, with a favourable wind, in three days, and three nights. This perfectly agrees with the ſituation of the Eaſt Cape, which is about one hundred and twenty leagues from the mouth of the river Anadyr; and there being no other iſthmus to the north between that and the latitude of 69°, it ſeems evident, that, by this deſcription he certainly means either the Cape in queſtion, or ſome other ſituated to the ſouth of it. He ſays, in another place, that, oppoſite to the iſthmus, there are two iſlands in the ſea, upon which were obſerved ſome of the Tſchutſki nation, in whoſe lips pieces of the teeth of the ſea-horſe were fixed. This exactly coincides with the two iſlands that lie to the ſouth-eaſt of the Eaſt Cape. We obſerved, indeed, no inhabitants upon them; but it is by no means improbable, that a party of Americans from the oppoſite continent, whom this deſcription ſuits, might have accidentally been there at that time, and he might eaſily miſtake them for a tribe of the Tſchutſki.

Theſe

Theſe two circumſtances ſeem to us to be concluſive on the point of the Tſchukotſkoi Noſs, though there are others of a more dubious nature from the ſame authority, and which now remain to be inveſtigated. Deſhneff, in another account, ſays, that in going from the Kovyma to the Anadyr, a great promontory which projects very far into the ſea, muſt be doubled; and that this promontory extends between north and north-eaſt. It was, perhaps, from theſe expreſſions, that Muller was induced to repreſent the country of the Tſchutſki, in the form we find in his map; but, if he had been acquainted with the poſition of the Eaſt Cape, as determined by Captain Cook, and the ſtriking agreement between that and the promontory or iſthmus (for it muſt be remarked, that Deſhneff ſtill appears to be ſpeaking of the ſame thing), in the circumſtances above-mentioned, we are confident that he would not have thought thoſe expreſſions of ſufficient weight to authoriſe his extending the north-eaſtern extreme of Aſia, either ſo far to the north or to the eaſt. For theſe words of Deſhneff may be reconciled with the opinion we have adopted, if we ſuppoſe that navigator to have taken theſe bearings from the ſmall bight lying to the weſt of the cape.

The next authority, on which Muller has proceeded, ſeems to have been the depoſition of the Coſſac Popoff, taken at the Anadirſkoi *oſtrog*, in

1711. This Coſſac was ſent by land, in company with ſeveral others, to demand tribute from the independent Tſchutſki tribes, who inhabited the parts about the Noſs. The firſt circumſtance, in the narrative of this journey, that can tend to lead to the ſituation of Tſchukotſkoi Noſs, is its diſtance from Anadirſk; and this is repreſented as a journey of ten weeks, with loaded rein-deer; for which reaſon, it is added, their day's journey was very inconſiderable. We cannot, indeed, conclude much from ſo vague an account, but as the diſtance between the Eaſt Cape and the *oſtrog* exceeds two hundred leagues in a direct line, and conſequently may be ſuppoſed to allow twelve or fourteen miles a day, its ſituation is not incompatible with Popoff's calculation.

Another circumſtance ſtated in this depoſition is, that their route lay at the foot of a rock named Matkol, ſituate at the bottom of a ſpacious gulf. This gulf Muller conjectures to be the bay he had laid down between the latitudes of 66° and 72°; and he accordingly places the rock Matkol in the center of it; but it appears to be more probable, that it might be a part of the Gulf of Anadyr, which they would doubtleſs touch upon in their journey from the oſtrog to the Eaſt Cape.

What ſeems, however, to put this point beyond all diſpute, and to prove that the Cape which Popoff viſited cannot be to the northward of the latitude of 69°, is that part of his depoſition,

which relates to an iſland lying off the Noſs, from whence the oppoſite continent might be diſcerned. For, as the two continents, in the latitude of 69°, diverge ſo far as to be upwards of one hundred leagues diſtant, it is certainly very improbable, that the coaſt of Aſia ſhould again trend in ſuch a manner to the eaſt, as to come almoſt within ſight of the American coaſt.

Should theſe arguments be thought concluſive againſt the form and extent of the peninſula of the Tſchutſki, as repreſented by Mr. Muller, it will follow, that the Eaſt Cape is the Tſchukotſkoi Noſs of the earlier Ruſſian navigators *; and, conſequently, that the undeſcribed coaſt, extending from the latitude of 69° to the mouth of the Kovyma, muſt conſequently trend more or leſs towards the weſt. As an additional proof of this, we may obſerve, that the Tſchukotſkoi Noſs is conſtantly laid down as dividing the ſea of Kovyma from that of Anadyr, which (we are of opinion) could not poſſibly be, if any large cape had projected to the north-eaſt in the more advanced latitudes.

Another queſtion ariſing on this point, is, to what degree of northern latitude this coaſt ex-

* We mention the earlier Ruſſian navigators, becauſe Beering, and, after him, the late Ruſſian geographers, have affixed this appellation to the ſouth-eaſt cape of the peninſula of the Tſchutſki, which was formerly diſtinguiſhed by the name of the Anadirſkoi Noſs.

tends, before it inclines more immediately to the weſt. If the poſition of the mouth of the Kovyma, both with regard to its latitude and iongitude, were accurately aſcertained, it might perhaps be eaſy to form a plauſible conjecture upon this head. Captain Cook was always ſtrongly induced to believe, that the northern coaſt of Aſia, from the Indigirka eaſtward, has hitherto been uſually laid down above two degrees to the northward of its true ſituation; and he has therefore, on the authority of a map that was in his poſſeſſion, and on the intelligence which he received at Oonalaſhka, placed the mouth of the Kovyma, in his chart of the north-eaſt coaſt of Aſia, and the north-weſt coaſt of America, in the latitude of 68°. Should the Captain be right in this conjecture, it is probable, for the reaſons which we have already ſtated, that the coaſt of Aſia does not, in any part, exceed 70° before it trends towards the weſt, and conſequently, that we were within one degree of its north eaſtern extremity. For if the continent be imagined to extend any where to the north of Shelatſkoi Noſs, it can ſcarcely be ſuppoſed that ſuch an intereſting circumſtance would have been omitted by the Ruſſian Navigators, who mention no remarkable promontory between the Anadyr and the Kovyma, except the Eaſt Cape. Another particular, which Deſhneff relates, may, perhaps, be deemed a farther confirmation of this opinion, namely,

namely, that he met with no obſtruction from ice in ſailing round the north-eaſtern extremity of Aſia; though he adds, that this ſea is not at all times ſo free from it; as indeed evidently appears from his not ſucceeding in his firſt expedition, and, ſince that, from the failure of Shalauroff, as well as from the interruptions and impediments we met with, in two ſucceſſive years, in our preſent voyage.

That part of the continent, which is between Cape North, and the mouth of the Kovyma, is one hundred and twenty-five leagues in longitudinal extent. About a third of this diſtance from the Kovyma eaſtward, was explored in 1723, by Fedot Amoſſoff, a *Sinbojarſkoi* of Jakutz, who informed Mr. Muller, that its direction was eaſterly. It has ſince that time been ſurveyed, with ſome degree of accuracy, by Shalauroff, whoſe chart makes it trend to the north-eaſt by eaſt, as far as Shelatſkoi Noſs, which he places at the diſtance of about forty-three leagues to the eaſt of the Kovyma. The ſpace, therefore, between this Noſs and Cape North, upwards of eighty leagues, is the only part of the Ruſſian dominions now remaining unaſcertained.

If the Kovyma, however, be erroneouſly laid down, in point of longitude as well as latitude, (a ſuppoſition by no means improbable) the extent of the unexplored coaſt will diminiſh in proportion. The reaſons which incline us to ima-

gine, that in the Ruſſian charts, the mouth of this river is placed conſiderably too far to the weſt, are the following: firſt, becauſe the accounts that have been given of the navigation of the Frozen Ocean, from that river, round the North-Eaſtern extreme of Aſia, to the gulf of Anadyr, do not agree with the ſuppoſed diſtance between thoſe places: ſecondly, becauſe the diſtance from the Anadyr to the Kovyma, over land, is repreſented by former Ruſſian travellers as a journey of no very great length, and eaſily performed: thirdly, becauſe the coaſt from the Shelatſkoi Noſs of Shalauroff appears to trend directly ſouth-eaſt towards the Eaſt Cape. If this be really the caſe, it may be inferred, that, as we were, in all probability, not more than one degree to the ſouthward of Shelatſkoi Noſs, only ſixty miles of the coaſt of Aſia are unaſcertained.

It is highly probable, that a north-weſt paſſage from the Atlantic into the Pacific Ocean does not exiſt to the ſouthward of the fifty-ſixth degree of latitude. If, therefore, a paſſage really exiſts, it muſt certainly be either through Baffin's-bay, or by the north of Greenland, in the weſtern hemiſphere; or in the eaſtern, through the Frozen Sea, to the north of Siberia; and on whichever ſide it is ſituated, the navigator muſt paſs through the ſtraits diſtinguiſhed by the name of Beering's Straits. The impracticability of penetrating into the Atlantic Ocean on either ſide, through theſe

ſtraits,

ſtraits, is therefore all that now remains to be offered to the reader's conſideration.

The ſea to the northward of Beering's Straits, was found by us to be more free from ice in Auguſt than in July, and perhaps in ſome part of September it may be ſtill more clear of it. But, after the autumnal equinox, the length of the days diminiſhes ſo faſt, that no farther thaw can be expected; and we cannot reaſonably attribute ſo great an effect to the warm weather in the firſt fortnight in the month of September, as to imagine it capable of diſperſing the ice, from the moſt northern parts of the coaſt of America. Admitting this, however, to be poſſible, it muſt at leaſt be allowed, that it would be highly abſurd to attempt to avoid the Icy Cape by running to the known parts of Baffin's Bay, (a diſtance of about twelve hundred and ſixty miles) in ſo ſhort a ſpace of time as that paſſage can be ſuppoſed to remain open.

There appears, on the ſide of Aſia, ſtill leſs probability of ſucceſs, not only from what came to our own knowledge, relative to the ſtate of the ſea to the ſouthward of Cape North, but likewiſe from what we have gathered from the experience of the Lieutenants under the direction of Beering, and the journal of Shalauroff, reſpecting that on the north of Siberia.

The poſſibility of ſailing round the north-eaſtern extremity of Aſia, is undoubtedly proved

by the voyage of Deſhneff, if its truth be admitted; but when we reflect, that, ſince the time of that navigator, near a century and a half has elapſed, during which, in an age of curioſity and enterprize, no perſon has yet been able to follow him, we can entertain no very ſanguine expectations of the public benefits which can be derived from it. But even on the ſuppoſition, that, in ſome remarkably favourable ſeaſon, a veſſel might find a clear paſſage round the coaſt of Siberia, and arrive in ſafety at the mouth of the Lena, ſtill there remains the Cape of Taimura, extending to the ſeventy-eighth degree of latitude, which no navigator has hitherto had the good fortune to double.

Some, however, contend, that there are ſtrong reaſons for believing, that the nearer approach we make to the Pole, the ſea is more clear of ice; and that all the ice we obſerved in the lower latitudes, had originally been formed in the great rivers of Siberia and America, from the breaking up of which the intermediate ſea had been filled. But even if that ſuppoſition be true, it is no leſs certain that there can be no acceſs to thoſe open ſeas, unleſs this prodigious maſs of ice is ſo far diſſolved in the ſummer, as to admit of a ſhip's making its way through it. If this be the real fact, we made choice of an improper time of the year for attempting to diſcover this paſſage, which ſhould have been explored in the months of

April

April and May, before the rivers were broken up. But ſeveral reaſons may be alledged againſt ſuch a ſuppoſition. Our experience at Petropaulowſka, gave us an opportunity of judging what might be expected farther northward; and upon that ground, we had ſome reaſon to entertain a doubt, whether the two continents might not, during the winter, be even joined by the ice; and this coincided with the accounts we heard in Kamtſchatka, that, on the coaſt of Siberia, the inhabitants, in winter, go out from the ſhore, upon the ice, to diſtances that exceed the breadth of the ſea, in ſome parts, from one continent to the other.

The following remarkable particular is mentioned in the depoſition above referred to. Speaking of the land ſeen from the Tſchutſki Noſs, it is ſaid, that, during the ſummer, they ſail in one day to the land in *baidares*, a kind of veſſel formed of whale-bone, and covered with the ſkins of ſeals; and, in the winter, as they go ſwift with rein-deer, the journey may alſo be performed in a day. A ſatisfactory proof, that the two countries were generally connected by the ice.

Muller's account of one of the expeditions undertaken for the purpoſe of diſcovering a ſuppoſed iſland in the Frozen Ocean, is ſtill more remarkable. His narrative is to the following purport. In 1714, a new expedition was prepared from Jakutzk, under the conduct of Alexei

Markoff, who was to ſet ſail from the mouth of the Jana; and if the Schitiki were not well adapted for ſea voyages, he was to build, at a convenient place, proper veſſels for proſecuting the diſcoveries without any great riſque. Upon his arrival at Uſt-janſkoe Simovie, the port where he was to embark, he diſpatched an account, dated the 2d of February, 1715, to the Chancery of Jakutzk, intimating that it was impracticable to navigate the ſea, as it was conſtantly frozen both in winter and ſummer; and that, conſequently, the expedition could only be proſecuted with ſledges drawn by dogs. He accordingly ſet out in this manner, accompanied with nine perſons, the 10th of March, in the ſame year, and returned to Uſt-janſkoe Simovie on the 3d of the ſucceeding month. The account of his journey is as follows: that, for the ſpace of ſeven days, he travelled with as much expedition as his dogs could draw, (which, in good tracks, and favourable weather, is from eighty to a hundred werſts in a day) directly to the northward, upon the ice, without obſerving any iſland: that he was prevented from proceeding farther, by the ice, which roſe like mountains in that part of the ſea: that he had aſcended ſome of the hills of ice, whence he could ſee to a great diſtance around him, but could diſcern no land: and that, at length, proviſions for his dogs being deficient,

many of them died, which reduced him to the neceſſity of returning.

Beſides the above-mentioned arguments, which proceed upon an admiſſion of the hypotheſis, that the ice in this ocean comes from the rivers, others may be adduced, which afford good reaſon for ſuſpecting the truth of the hypotheſis itſelf. Captain Cook, whoſe opinion, with regard to the formation of ice, had originally coincided with that of the theoriſts we are now endeavouring to confute, found ſufficient grounds, in the preſent voyage, for changing his ſentiments. We obſerved, that the coaſts of both continents were low, that the depth of water gradually decreaſed towards them, and that a ſtriking reſemblance prevailed between the two; from which circumſtances, as well as from the deſcription given by Mr. Hearne of the copper-mine river, we have room for conjecturing, that, whatever rivers may diſcharge themſelves into the Frozen Ocean, from the continent of America, are of a ſimilar nature with thoſe on the Aſiatic ſide; which are ſaid to be ſo ſhallow at their entrance, as to admit only veſſels of inconſiderable magnitude; whereas, the ice ſeen by us, riſes above the level of the ſea, to a height that equals the depth of thoſe rivers; ſo that its entire altitude muſt be, at leaſt, ten times greater.

Another circumſtance will naturally offer itſelf, in this place, to our conſideration, which ſeems to

to be very incompatible with the opinion of thoſe, who ſuppoſe that land is neceſſary for the formation of ice; we mean, the different ſtate of the ſea about Spitſbergen, and of that which is to the northward of Beering's Straits. It is incumbent on thoſe philoſophers to explain how it happens, that in the former quarter, and in the neighbourhood of much known land, navigators annually penetrate to near eighty degrees of northern latitude; whereas, on the other ſide, no voyager has been able, with his utmoſt efforts, to proceed beyond the ſeventy-firſt degree; where, moreover, the continents diverge nearly in the direction of eaſt and weſt, and where there is no land yet known to exiſt in the vicinity of the pole. For the farther ſatisfaction of our readers on this ſubject, we refer them to Dr. Forſter's "Obſervations round the World," where they will find the queſtion, of the formation of the ice, diſcuſſed in a full and ſatisfactory manner, and the probability of open polar ſeas, diſproved by many forcible arguments.

To theſe remarks, we ſhall ſubjoin a comparative view of the progreſs made by us to the northward, at the two different ſeaſons in which we were occupied in that purſuit; together with ſome general obſervations reſpecting the ſea, and the coaſts of the two continents, which lie to the north of Beering's Straits.

In

In the year 1778, we did not diſcover the ice, till we advanced to the latitude of 70°, on the 17th of Auguſt; and we then found it in compact bodies, which extended as far as the eye could diſcern, and of which the whole, or a part, was moveable; ſince, by its drifting down upon our ſhips, we were almoſt hemmed in between that and the land. After we had experienced, both how fruitleſs and dangerous it would be, to attempt to penetrate farther to the northward, between the land and the ice, we ſtood over towards the ſide of Aſia, between the latitudes of 69° and 70°; after encountering in this tract very large fields of ice, and though the fogs, and thickneſs of the weather, prevented us from entirely tracing a connected line of it acroſs, yet we were certain of meeting with it before it reached the latitude of 70°, whenever we made any attempts to ſtand to the north.

On the 26th of Auguſt, in the latitude of 69° ½ and the longitude of 184°, we were obſtructed by it in ſuch quantities, that we could not paſs either to the north or weſt; and were under the neceſſity of running along the edge of it to the ſouth-ſouth-weſt, till we perceived land, which proved to be the Aſiatic coaſt. With the ſeaſon thus far advanced, the weather ſetting in with ſnow and ſleet, and other indications of the approach of winter, we relinquiſhed our enterprize for that time.

In

In our ſecond attempt, we did little more than confirm the remarks made by us in the firſt; for we never had an opportunity of approaching the continent of Aſia higher than 67° of latitude, nor that of America in any parts, except a few leagues between the latitude of 68° and 68° 20′, that we had not ſeen in the preceding year. We now met with obſtruction from ice 3° lower; and our efforts to make farther progreſs to the northward, were chiefly confined to the middle ſpace between the two coaſts. We penetrated near 3° farther on the ſide of America, than that of Aſia, coming up with the ice both years ſooner, and in more conſiderable quantities, on the latter coaſt. As we advanced in our northerly courſe, we found the ice more ſolid and compact; however, as in our different traverſes from one ſide to the other, we paſſed over ſpaces which had before been covered with it, we imagined, that the greateſt part of what we ſaw was moveable. Its height, on a medium, we eſtimated at eight or ten feet, and that of the higheſt at ſixteen or eighteen. We again examined the currents twice, and found that they were unequal, though they never exceeded one mile an hour. We likewiſe found the currents to ſet different ways, but more from the ſouth-weſt than any other quarter; yet, whatever their direction might be, their effect was ſo inconſiderable, that no concluſions, with reſpect to

to the exiſtence of any paſſage towards the north, could poſſibly be drawn from them.

We found July infinitely colder than Auguſt. The thermometer, in the firſt of theſe months, was once at 28°, and very frequently at 30°; whereas, during the laſt year, it was very uncommon in Auguſt, to have it ſo low as the freezing point. In both ſeaſons, we experienced ſome high winds, all of which blew from the ſouth-weſt. Whenever the wind was moderate from any quarter, we were ſubject to fogs; but they were obſerved to attend ſoutherly winds more conſtantly than others.

The ſtraits, between the American and Aſiatic continents, at their neareſt approach, in the latitude of 66°, were aſcertained by us to be thirteen leagues, beyond which they diverge to north-eaſt by eaſt, and weſt-north-weſt; and in the latitude of 69°, their diſtance from each other is about three hundred miles. In the aſpect of the two countries to the north of the ſtraits, a great reſemblance is obſervable. Both of them are deſtitute of wood. The ſhores are low, with mountains further inland, riſing to a great height. The ſoundings, in the mid-way between them, were twenty-nine and thirty fathoms, gradually decreaſing as we approached either continent; with this difference, however, that the water was ſomewhat ſhallower on the coaſt of America than on that of Aſia, at an equal diſtance from land. The bottom,

bottom, towards the middle, was a ſoft ſlimy mud; and near either ſhore, it was a browniſh ſand, intermixed with a few ſhells, and ſmall fragments of bones. We found but little tide or current, and that little came from the weſt.

We will now reſume the narrative of our voyage, which was continued till the 31ſt of July; on which day we had proceeded, at noon, eighteen leagues to the ſouthward of the eaſt cape. We had light airs from the ſouth-weſt till the firſt of Auguſt, at noon, when our latitude was 64° 23′, and our longitude 189° 15′; the Aſiatic coaſt extending from north-weſt by weſt, to weſt half ſouth, at the diſtance of about twelve leagues, and the land to the eaſtward of St. Lawrence bearing ſouth half weſt.

On Monday the ſecond, the weather being clear, we perceived the ſame land at noon, extending from weſt-ſouth-weſt half weſt to ſouth-eaſt, and forming many elevated hummocks, which bore the appearance of ſeparate iſlands. The latitude, at this time, was 64° 3′, the longitude 189° 28′, and our ſoundings were ſeventeen fathoms. We were not near enough to this land to aſcertain, whether it was a group of iſlands, or only a ſingle one. We had paſſed its moſt weſterly point in the evening of the third of July, which we then ſuppoſed to be the iſle of St. Lawrence; the eaſternmoſt we ſailed cloſe by in September the preceding year, and this we denominated

minated Clerke's Iſland; and found it compoſed of a number of lofty cliffs, connected by very low land. Though theſe cliffs, the laſt year, were miſtaken by us for ſeparate iſlands, till we made a very near approach to the ſhore, we are ſtill inclined to conjecture, that the iſle of St. Lawrence is diſtinct from Clerke's Iſland, as there appeared betwixt them a conſiderable ſpace, where we did not obſerve the leaſt appearance of riſing ground. In the afternoon, we likewiſe ſaw what had the appearance of a ſmall iſland, to the north-eaſt of the land that we had ſeen at noon, and which, from the thickneſs of the weather, we only had ſight of once. We ſuppoſed its diſtance to be nineteen leagues from the iſland of St. Lawrence, in the direction of north-eaſt by eaſt half eaſt.

We had light variable winds on the 3d, and ſteered round the north-weſt point of the iſle of St. Lawrence. The next day, at noon, our latitude was 64° 8′, longitude 188°; the iſland of St. Lawrence bearing ſouth one quarter eaſt, at the diſtance of ſeven leagues.

In the afternoon, a freſh breeze ariſing from the eaſt, we ſteered to the ſouth-ſouth-weſt, and quickly loſt ſight of St. Lawrence. On Saturday the ſeventh, at twelve o'clock, the latitude was 59° 38′, and the longitude 183°. We had a calm in the afternoon, and caught a great number of cod, in ſeventy-eight fathoms of water. From this

this period to the 17th, we were making the beſt of our way towards the ſouth, without any remarkable occurrence, except that the wind blowing from the weſt, forced us more to the eaſtward than we wiſhed, it being our intention to make Beering's Iſland.

On Thurſday the 17th, between four and five in the morning, we deſcried land to the north-weſt, which we could not approach, as the wind blew from that quarter. At mid-day, the latitude was 53° 49′, and the longitude 168° 5′. The land in view bore north by weſt, at the diſtance of twelve or fourteen leagues. This land we imagine to be the iſland Mednoi, which is placed in the Ruſſian charts to the ſouth-eaſt of Beering's Iſland. It is elevated land, and was at this time apparently free from ſnow. We reckon it to be in the latitude of 54° 28′, and the longitude of 167° 52′. We did not ſtrike ground with one hundred and fifty fathoms of line.

Captain Clerke being now no longer able to get out of his bed, ſignified his deſire, that the officers would receive their orders from Mr. King; and directed that we ſhould repair, with all convenient ſpeed, to the bay of Awatſka. The wind continuing weſterly, we ſteered a ſouth-erly courſe, till early in the morning of the 19th; when, after rain of a few hours continuance, it blew from the eaſt, and increaſed to a ſtrong gale. We made the moſt of it while it laſted,

by

by ſtanding towards the weſt, with all the ſail we could bear. The next day, the wind varying to the ſouth-weſt, we ſteered a weſt-north-weſt courſe. The latitude, at noon, was 53° 7′, and the longitude 162° 49′. On the 21ſt, between five and ſix in the morning, we perceived a very lofty peaked mountain on the coaſt of Kamtſchatka, known by the name of Chepoonſkoi Mountain, bearing north-weſt by north, at the diſtance of between twenty-five and thirty leagues. At noon the coaſt was obſerved to extend from north by eaſt to weſt, with a very great hazineſs upon it; and it was about twelve leagues diſtant. We had light airs during the remainder of this, as well as the following day, and found no ground with one hundred and forty fathoms of line.

At nine o'clock in the morning, on Sunday the 22d of Auguſt, Capt. Charles Clerke expired, in the thirty-eighth year of his age. His death was occaſioned by a conſumption, which had manifeſtly commenced before his departure from England, and of which he had lingered, during the whole continuance of the voyage. His very gradual decay, had for a long time rendered him a melancholy object to his friends; but the firmneſs and equanimity with which he bore it, the conſtant flow of good ſpirits, which he retained even to the laſt hour, and a chearful reſignation to his fate, furniſhed them with ſome conſolation. It was impoſſible, not to feel an uncommon degree

of compaſſion for a gentleman, who had experienced a ſeries of thoſe difficulties and hardſhips, which muſt be the inevitable lot of every ſeaman, and under which he at laſt ſunk. He was bred to the navy from his youth, and had been in many engagements during the war which began in the year 1756. In the action between the Bellona and Courageux, he was ſtationed in the mizen-top, and was carried over-board with the maſt; but was afterwards taken up, without having received the leaſt injury. He was midſhipman on board the Dolphin, commanded by Commodore Byron, when ſhe firſt ſailed round the world; and was afterwards on the American ſtation. In the year 1768, he engaged in a ſecond voyage round the world, in the ſituation of maſter's mate of the Endeavour; and, during the expedition, ſucceeded to a lieutenancy. In the Reſolution he made a third voyage round the world, in the capacity of ſecond lieutenant: and in a ſhort time after his return, in 1775, he was appointed maſter and commander. In the preſent expedition, he was appointed captain of the Diſcovery, and to accompany Captain Cook. By the calamitous death of the other, he naturally ſucceeded, as has been already related, to the chief command.

It would ſavour of injuſtice and ingratitude to his memory, not to mention, that, during the ſhort time he commanded the expedition, he was moſt remarkably zealous for its ſucceſs. When the

the principal command devolved upon him, his health began rapidly to decline; and he was unequal in every reſpect, to encounter the ſeverity of a high northern climate. The vigour of his mind, however, was not, in the leaſt, impaired by the decay of his body: and though he was perfectly ſenſible, that his delaying to return to a warmer climate, was depriving himſelf of the only chance of recovery; yet, ſo attentive was he to his duty, that he was determined not to ſuffer his own ſituation to bias his judgment to the prejudice of the ſervice: he therefore perſevered in the ſearch of a paſſage, till every officer in the expedition, declared they were of opinion it was impracticable, and that any farther attempts would be equally hazardous and ineffectual.

CHAP. V.

Return to St. Peter and St. Paul—The Serjeant brings a Preſent of Berries on Board for Captain Clerke—Several Officers promoted—Funeral of Captain Clerke, and the Solemnities attending it—Repaired the Damages which the Diſcovery ſuſtained by the Ice—Various Occupations of the Ships Crews—Letter from the Commander of Bolcheretſk to Captain Gore—Supply of Flour, Pitch, Tar, &c. from a Ruſſian Galliot, which brought a Reinforcement of Ruſſian Soldiers—Account of a very remarkable Exile—Bear-hunting and fiſhing—The Serjeant diſgraced—The King's Coronation Day celebrated—Viſited by the Commander—The Serjeant's Reſtoration—Promotion of a Ruſſian Soldier at our Requeſt—Diſcipline of the Ruſſian Army—Church at Paratounca deſcribed—Manner of Bear-hunting—Curious Particulars of the Bears and Kamtſchadales—Inſcription to Captain Clerke's Memory—Supply of Cattle received—Entertainments in Honour of the Empreſs's Name-Day—Preſent from the Commander—A Marine attempts to deſert—Awatſka-Bay nautically and geographically deſcribed.

CAPTAIN King ſent a meſſenger to Captain Gore, to acquaint him with the death of Captain Clerke, who brought a letter from Captain

tain Gore, containing an order for Captain King to exert his utmoſt endeavours to keep in company with the Diſcovery, and, if a ſeparation ſhould happen, to repair, as ſoon as poſſible, to St. Peter and St. Paul. Our latitude, at noon, was 53° 8′ north, and our longitude 160° 40′ eaſt; Cheepoonſkoi Noſs then bearing weſt. In the afternoon, we had light airs, which continued till noon on the 23d; when, a freſh breeze ſpringing up from the eaſt, we ſteered for the entrance of Awatſka-bay; which we ſaw about ſix in the evening, bearing weſt-north-weſt, diſtant about five leagues. At eight, the light-houſe, which now furniſhed a good light, was about three miles diſtant, and bore north-weſt by weſt. It was now a perfect calm; but, as the tide was favourable, the boats were ſent a-head, and towed beyond the narrow parts of the entrance. On the 24th, at one in the morning, we dropped anchor, the ebb tide then ſetting againſt us.

We weighed about nine o'clock, and went up the bay with light airs, which being afterwards ſucceeded by a freſh breeze, we anchored before three in the harbour of St. Peter and St. Paul; having up our enſign half ſtaff, as the body of our late Captain was in the veſſel; and the Diſcovery followed us in a very ſhort time.

Soon after we had anchored, we were viſited by our old friend, the Serjeant, (ſtill the commanding officer of the place) who brought with him

a preſent of berries, intended for Captain Clerke. He was much affected at hearing of his death, and ſeeing the coffin wherein his body was depoſited. As the deceaſed Captain had particularly requeſted to be buried on ſhore, and gave the preference to the church at Paratounca, we embraced this opportunity of conſulting with the Serjeant, about the neceſſary ſteps to be purſued upon the occaſion.

After much converſation on this ſubject, which was very imperfectly carried on, for want of an interpreter, we gathered intelligence that de L'Iſle, and ſome other Ruſſian gentlemen, who had died here, were buried near the barracks, at the *oſtrog* of St. Peter and St. Paul; and that this place would certainly be more eligible than Paratounca, as the church was ſhortly to be removed thither. We, therefore, determined to wait the arrival of the Prieſt of Paratounca, who was immediately to be ſent for, as being the perſon beſt qualified to give us any information we required upon the ſubject. The Serjeant, at the ſame time expreſſed his intentions of ſending an expreſs to the commander of Bolcheretſk, with intelligence of our arrival; when Captain Gore begged to avail himſelf of that opportunity of conveying a letter to him, wherein he requeſted that ſixteen head of black cattle might be ſent with all poſſible diſpatch. And, as the commander was unacquainted with any language except his

own;

own, the particulars of our requeſt were communicated to the Serjeant, who not only undertook to ſend the letter, but alſo an explanation of its contents.

It was a general remark among us, that, though the face of the country had improved in its appearance ſince we had left it, the Ruſſians looked even worſe than they did then. They made the very ſame obſervation with reſpect to us; and, as neither party ſeemed pleaſed with the diſcovery, we mutually conſoled ourſelves by caſting the blame upon the country, whoſe verdant and lively complexion, had occaſioned an appearance of fallowneſs on our own.

Though the eruption of the volcano was ſo extremely violent when we quitted the bay, we were informed that no damage had been received from it here. Several ſtones, however, that were as large as a gooſe's egg, had fallen at the *oſtrog*. This was the principal news we had to enquire after, and all the intelligence they had to communicate to us, excepting that of Sopoſnicoff's arrival from Oonalaſhka, who took charge of the pacquet ſent by Captain Cook to the Admiralty, and which, we had the pleaſure to find, had been forwarded.

On the 25th of Auguſt, in the morning, Captain Gore, in conſequence of the death of Captain Clerke, made out the new commiſſions. He appointed himſelf to the command of the Reſo-

lution, and Mr. King to that of the Diſcovery. Mr. Lanyan, who was maſter's mate of the Reſolution, and who had been in that capacity in the former voyage, on board the Adventure, was appointed to the vacant lieutenancy. The following arrangements were the conſequence of theſe promotions. Lieutenants Burney and Rickman (from the Diſcovery) were appointed firſt and ſecond Lieutenants of the Reſolution; and Lieutenant Williamſon firſt Lieutenant of the Diſcovery. Captain King, by the permiſſion of Captain Gore, took in four midſhipmen, who had rendered themſelves uſeful to him in aſtronomical calculations; and whoſe aſſiſtance was become the more neceſſary, as we had not an ephemeris for the preſent year. And, that aſtronomical obſervations might not be neglected to be made in either ſhip, Mr. Bayly took Captain King's place in the Reſolution.

On the ſame day, we were attended by the worthy Prieſt of Paratounca. His expreſſions of ſorrow, at the death of Captain Clerke, did honour to his feelings. He confirmed what the Serjeant had related, with regard to the intended removal of the church, and aſſured us the timber was actually preparing; but ſubmitted the choice of either place entirely to Captain Gore.

As the Diſcovery had ſuffered great injury from the ice, eſpecially on the 23d of July, and had continued exceedingly leaky ever ſince, it was apprehended

apprehended that ſome of her timbers might have ſtarted; the carpenters of the Reſolution were therefore ſent to aſſiſt thoſe of the Diſcovery in repairing her; and they accordingly began to rip the damaged ſheathing from the larboard bow. It was diſcovered, by this operation, that three feet of the third ſtrake were ſtaved, and the timbers ſtarted. To accommodate thoſe who were to be employed on ſhore, a tent was erected, and a party was ſent into the country, north of the harbour, to fell timber. The obſervatories were placed at the weſt end of the village, near which was erected a tent, as an abode for the Captains Gore and King.

As we proceeded to remove the ſheathing, the decayed ſtate of the ſhip's hull became more and more apparent. Eight feet of a plank in the wale were ſo exceedingly rotten, that we were obliged to ſhift it the next morning. We were now totally at a ſtand, as nothing could be found to replace it in either ſhip, without cutting up a top-maſt; which ought to be the laſt expedient to have recourſe to. In the afternoon, the carpenters were diſpatched in ſearch of a tree of a proper ſize for the purpoſe. Fortunately they diſcovered a birch, which was probably the only one of ſufficient magnitude in the whole neighbourhood of the bay, and which we had ſawed down when we were laſt here; conſequently it had the advantage of being a little ſeaſoned. This was prepared

prepared on the ſpot, and taken on board the Diſcovery the next morning.

The ſeaſon being now far advanced, Captain King was unwilling that any hindrance or delay ſhould happen through him, to Captain Gore's farther views of diſcovery, and therefore ordered the carpenters to rip off no more of the ſheathing, than ſhould be found abſolutely neceſſary for repairing the damages occaſioned by the ice. He was apprehenſive of their meeting with more decayed planks, which he thought had better remain in that ſtate, than have their places ſupplied with green birch, even ſuppoſing it could be procured.

All hands were now fully employed in their ſeparate departments, that we might be perfectly ready for ſea, by the time the carpenters had completed their buſineſs. Four men were ſet apart to haul the ſeine for ſalmon, which were caught in immenſe quantities, and were of a moſt excellent quality. After the wants of both ſhips were ſufficiently ſupplied, we daily ſalted down almoſt a hogſhead. We had four invalids, who were employed in gathering greens, and cooking for thoſe who were on ſhore. We alſo landed our powder, in order to have it dried; and the blubber of the ſea-horſes, with which both ſhips had completely furniſhed themſelves, in our paſſage to the north, was now boiled down for oil, and was become a very neceſſary article, having

long

long ſince expended all our candles. The cooper was alſo employed in his department.

Both ſhips companies were thus fully engaged till Saturday afternoon, which was given up to every man (except the carpenters) to enable them to waſh their linen, and get their clothes in tolerable order, that they might appear decently on the Sunday.

On Sunday the 29th, in the afternoon, we performed the laſt ſad offices to Captain Clerke. The officers and crew of the two veſſels attended him in proceſſion to the grave; the ſhips, at the ſame time, firing minute guns; and, at the concluſion of the ſervice, three vollies were fired by the marines. The body was interred under a tree, which ſtands on a little eminence in the valley north of the harbour, where the ſtore-houſes and hoſpital are ſituated; this being, as Captain Gore ſuppoſed, ſuch a ſituation as was moſt conſonant to the wiſhes of the deceaſed. The Prieſt of Paratounca alſo recommended this ſpot, imagining it would be very near the centre of the new church. This worthy paſtor joined in the proceſſion, walking with the gentleman who read the ſervice. All the Ruſſians in the garriſon aſſembled on the occaſion, and reſpectfully aſſiſted in the ſolemnity.

On Monday the 30th, the ſeveral parties reaſſumed their reſpective employments, as particularly mentioned in the courſe of the preceding

week; and on the 2d of September, the carpenters proceeded to rip off ſuch of the ſheathing as had been injured by the ice, from the ſtarboard-ſide; having firſt ſhifted the damaged planks, and repaired and caulked the ſheathing of the larboard bow. Four feet of a plank were diſcovered in the third ſtrake under the wale, ſo much ſhaken as to require to be replaced; which was accordingly done; and on the 3d, the ſheathing was repaired.

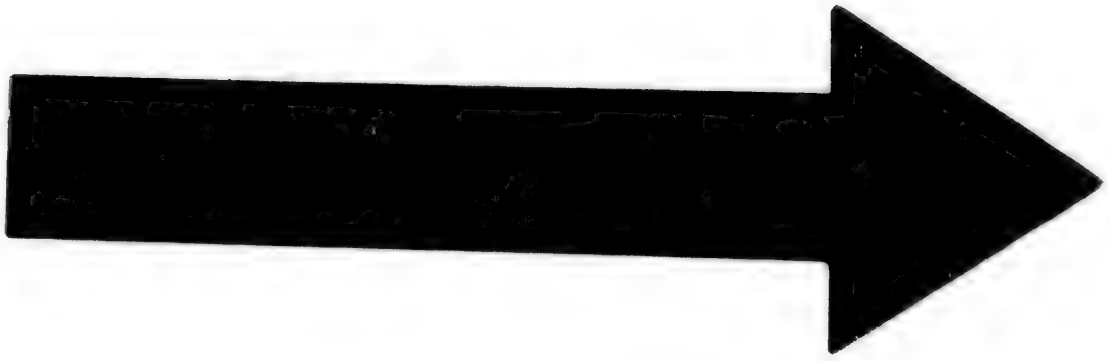
In the afternoon of the 3d, we got ſome ballaſt on board; after which we unhung the rudder, and cauſed it to be conveyed on ſhore, the lead of the pintles being much worn, and a conſiderable part of the ſheathing rubbed off. The carpenters of the Reſolution not being immediately wanted, this was put in proper order the next day; but finding the rudder immoderately heavy, (heavier indeed than that of the Reſolution) we let it remain on ſhore to dry, and conſequently to become lighter.

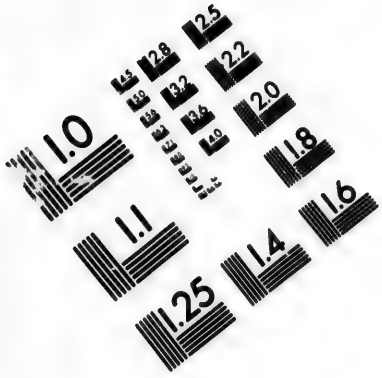
An enſign arrived this day from Bolcheretſk, with a letter from the commander of that place to Captain Gore; which we requeſted the Serjeant to peruſe, and, by his aſſiſtance, we at length underſtood, that proper orders had been given reſpecting the cattle; and that in a few days we might expect to ſee them; and that Captain Shmaleff, who ſucceeded Major Behm in his command, would pay us a viſit immediately on

the arrival of a ſloop which he expected from Okotſk. The bearer of the letter was the ſon of Captain Lieutenant Synd, who, about eleven years ago, was appointed to the command of an expedition of diſcovery between Aſia and America, and now reſided at Okotſk. He told us he was appointed to receive our directions, and to ſupply us with every thing that our ſervice might require. That he ſhould remain with us, till it was convenient for the commander to leave Bolcheretſk; and then he was to return, or the garriſon would be without an officer.

The Ruſſians, in Kamtſchatka, could not furniſh us with a better account of Synd than Mr. Coxe has given us; though they ſeemed entirely diſpoſed to communicate what they really knew. Major Behm could only give us this general information, that the expedition had miſcarried, and that the commander had been much cenſured. It was evident that he had been on the coaſt of Africa, ſouth of Cape Prince of Wales; and, as he was too far north to meet with ſea-otters, which the Ruſſians ſeem to have in view in all their attempts at diſcoveries, it is probable, that his return without having made any, from whence commercial advantages might be reaped, was the cauſe of his diſgrace, and on that account his voyage is ſpoken of with contempt by all the Ruſſians.

But,





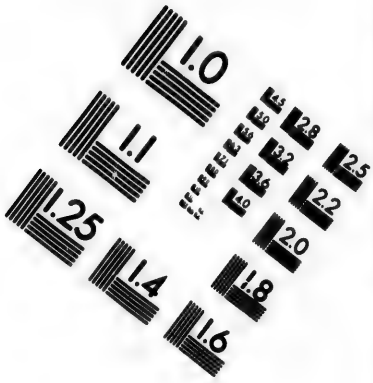
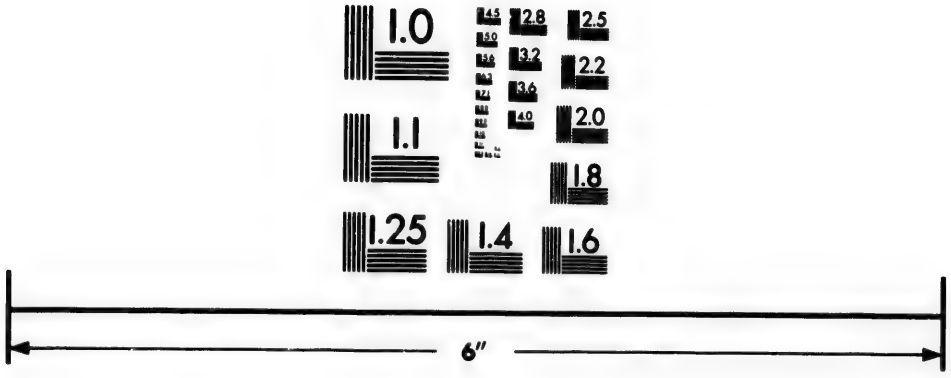
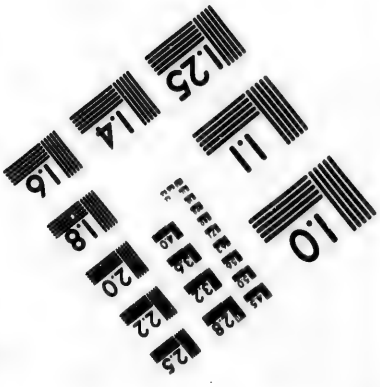


IMAGE EVALUATION
TEST TARGET (MT-3)





Photographic
Sciences
Corporation

23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503

But, to proceed; on the 5th of September, all the parties that were on ſhore returned to the ſhip, and were employed in ſcrubbing her bottom, and getting in ſome ſhingle ballaſt. Two of our guns, which had been ſtowed in the fore-hold, we now got up, and mounted them on the deck, as we were ſhortly to viſit thoſe nations, where our reception would probably be regulated by the reſpectability of our appearance. On the 8th, the Reſolution hauled on ſhore, in order to repair ſome damages ſhe had received from the ice, in her cut-water; and our carpenters, in their turn, were ordered to aſſiſt her.

We began, about this time, to make a ſtrong decoction from a ſpecies of dwarf pine, which is very plentiful in this country, judging it would hereafter be uſeful in making beer, and that we might perhaps be able to procure ſugar, or a ſubſtitute for it, to ferment with it at Canton. We knew, however, it would be an admirable medicine for the ſcurvy, and therefore were particularly deſirous of procuring a conſiderable ſupply; as moſt of the preventatives with which we had furniſhed ourſelves, were either conſumed, or had loſt their efficacy through long keeping. When we had prepared about a hogſhead of it, the ſhip's copper was found to be remarkably thin, and that, in many places, it was even cracked. This obliged us to deſiſt, and

and orders were given that, for the future, it ſhould be uſed as ſparingly as poſſible.

Thoſe who may hereafter be engaged in long voyages, would act judiciouſly if they provided themſelves with a ſpare copper; or, at leaſt, they ſhould be fully convinced that the copper, uſually furniſhed, ſhould be remarkably ſtrong and durable. Theſe neceſſary utenſils are employed in ſo many extra-ſervices, particularly in that important one of brewing antiſcorbutic decoctions, that ſome ſuch proviſion ſeems abſolutely neceſſary; and the former appears the more eligible, becauſe a much greater quantity of fuel would be conſumed in heating coppers that were very thick.

On Friday the 10th, the boats from both the ſhips were ordered to tow a Ruſſian galliot into the harbour, which had juſt arrived from Okotſk. She had been no leſs than thirty-five days on her paſſage, and, from the light-houſe, had been obſerved a fortnight before, beating up towards the mouth of the bay. The crew had, at that time, diſpatched their only boat on ſhore, in order to procure water, which they were much in need of; but, the wind increaſing, the boat was loſt; the galliot was again driven to ſea, and thoſe on board ſuffered inconceiveable hardſhips.

On board this galliot there were fifty ſoldiers, their wives, and children; they had alſo ſeveral paſſengers, and their crew conſiſted of twenty-five;

five; making, in the whole, upwards of an hundred perſons; which, for a veſſel of eighty tons, was a great number, eſpecially as ſhe was heavily laden with ſtores and proviſions. This galliot, and the ſloop which we ſaw here in May, are built in the manner of the Dutch doggers.

Soon after the veſſel had come to anchor, we were viſited by a *Put-parouchich*, or Sub-lieutenant, who arrived in her, and who was ſent to take the command of this place. Some of the ſoldiers, we were informed, were intended to reinforce the garriſon; and two pieces of cannon were brought on ſhore, to ſerve as an additional defence to the town. From theſe circumſtances, it is pretty apparent that the Ruſſian commanders in Siberia, had, from our viſiting this place, been induced to attend to the defenceleſs ſituation of it; and the honeſt Serjeant ſhrewdly obſerved, that, as we had found the way thither, others might do the ſame, who might not be ſo welcome as ourſelves.

Having repaired the damages which the Reſolution had ſuffered by the ice, ſhe hauled off from the ſhore the next morning; and, in the courſe of that day, we got ſome pitch, tar, cordage, and twine from the galliot. Their ſcanty ſtore rendered them unable to ſupply us with canvaſs, and they could not comply with our application for that article. She furniſhed us, however, with an hundred and forty ſkins of flour, amounting

to

to 13,782 Engliſh pounds. Till this day, we had a continual courſe of dry weather, but now a heavy rain ſucceeded, attended with ſtrong ſqualls of wind, which occaſioned us to ſtrike our yards and top-maſts.

Sunday the 12th, was a day of reſt; but, as the weather continued foul, our men could not employ themſelves in gathering the berries which grew in ſuch vaſt quantities about the coaſt, or amuſe themſelves by any other paſtime on ſhore. Enſign Synd left us this day to return to Bolcheretſk, with the remainder of the ſoldiers who had arrived in the galliot. While he remained here, he had been our conſtant gueſt; and, on his father's account, we thought him in ſome degree belonging to us; and, as one of the family of diſcoverers, entitled to a ſhare in our eſteem.

The Serjeant, as being commander of the place, had hitherto been admitted to our tables; and his company was additionally welcome to us, becauſe he was ſenſible and quick in his conceptions; and comprehended, better than any other perſon, the few Ruſſian words that we had acquired. Whilſt Enſign Synd remained among us, he very politely ſuffered him to enjoy the ſame privileges; but, when the new commander arrived from Okotſk, the Serjeant, for what cauſe we did not underſtand, fell into diſgrace, and was no longer permitted to ſit in the company of his own officers. Our endeavours to obtain in-

dulgence for him, we perceived would have been ineffectual; for, though it would have been highly agreeable to us, it was, perhaps, incompatible with their diſcipline.

On the 15th, we had completed the ſtowage of the holds, got our wood and water on board, and were ready for ſea at a day's notice. But, it ſhould be obſerved, that, though every thing on board was in this degree of readineſs, we could not think of taking our departure, becauſe the cattle were not yet arrived from Verchnei; and freſh proviſions were now become the moſt important article of our wants, and eſſentially neceſſary for preſerving the health of our people. As there was a proſpect of fine weather, this was conſidered as a favourable opportunity of engaging in ſome amuſement on ſhore, and acquiring ſome little knowledge of the country. A party of bear-hunting was therefore propoſed by Captain Gore, and the propoſal was readily acceded to.

On Friday the 17th, we ſet out on this expedition; which was deferred till that day, in order to give a little reſt to the Hoſpodin Ivaſkin, a new acquaintance who had arrived here on Wedneſday, and who was to be of our party. Major Behm had deſired this gentlemen, who uſually reſides at Verchnei, to attend us on our return to the harbour, and aſſiſt us as an interpreter; and, from what we had heard of him before his arrival, our curioſity to ſee him was much excited.

He

He is allied to a conſiderable family in Ruſſia, and his father was a general in the ſervice of the empreſs. He received his education partly in Germany, and partly in France; he had been page to the empreſs Elizabeth, and bore an enſign's commiſſion in her guards. At ſixteen years of age he was *knowted*, had his noſe ſlit, and was baniſhed to Siberia. He was afterwards tranſported to Kamtſchatka, and had then reſided there thirty-one years. His perſon was tall and thin, and his viſage furrowed with deep wrinkles. Old age was ſtrongly depicted in his whole figure, though he had hardly entered his fifty-fourth year.

Great was our diſappointment when we diſcovered, that he had ſo totally forgotten the French and German languages as not to be able to ſpeak a ſingle ſentence, nor readily to comprehend any thing that was ſaid to him in either of thoſe languages. Thus were we unfortunately deprived, of what we expected would have furniſhed a favourable opportunity of acquiring further information reſpecting this country. We alſo promiſed ourſelves much ſatisfaction in hearing the hiſtory of this extraordinary man, which he might, perhaps, be induced to relate to ſtrangers who could probably be ſerviceable to him, but who could not be ſuppoſed to take advantage from what he might ſay, to his prejudice.

The cauſe of his baniſhment remained a ſecret to every one in this country, but it was generally ſuppoſed he had been guilty of ſome atrocious offence; eſpecially as ſeveral of the commanders of Kamtſchatka have exerted their intereſt to get him recalled, in the reign of the preſent empreſs; but, ſo far from getting him recalled, they were not able to obtain a change of his place of baniſhment. He aſſured us that, for twenty years, he had not taſted a morſel of bread, nor had been allowed any kind of ſubſiſtence; but had lived, all that time, with the Kamtſchadales, on what he had procured from the chaſe by his own activity and toil. Afterwards a ſmall penſion was allowed him, and his ſituation has been rendered much leſs intolerable, ſince Major Behm was appointed to the command. Being taken notice of by ſo reſpectable a character, who often invited him to become his gueſt, others were induced to follow his example. The Major had alſo occaſioned his penſion to be increaſed to a hundred roubles a year, which is an enſign's pay in every other part of the empreſs's dominions, but, in this province, all the officers have double pay. Major Behm informed us that he had obtained permiſſion for him to go to Okotſk, where he was to reſide in future; but that, at preſent, he ſhould leave him behind, as he might probably be uſeful to us as an interpreter, on our return to the bay.

Orders

Orders having been given to the firſt lieutenants of both ſhips, that the rigging ſhould be repaired as far as the late ſupply of ſtores would permit, we proceeded on our hunting party, conducted by the corporal of the Kamtſchadales; but, previous to our looking out for game, we proceeded to the head of Behm's Harbour, which is an inlet on the weſt ſide of the bay. This having been a favourite place of Major Behm's, we had named it after that officer, though by the natives, it is called Tareinſka.

As we advanced towards this harbour, we ſaw the *Toion* of St. Peter and St. Paul, in a canoe, having with him his wife and two children, and another inhabitant of Kamtſchatka. He had juſt killed two ſeals on an iſland in the entrance of the harbour, and was returning home with them, as well as with a large quantity of berries which he had gathered. The wind having veered to the ſouth-weſt, in purſuance of his advice we now changed our route, and, inſtead of proceeding up the harbour, took a northerly courſe towards a pool of water, at a ſmall diſtance from the mouth of the river Paratounca, which was much frequented by the bears.

As ſoon as we had landed, the wind unfortunately veered to the eaſtward, and once more deſtroyed our hopes of meeting with any game; the Kamtſchadales having often aſſured us, that there was no probability of our finding any bears,

as we were to the windward; thoſe animals being poſſeſſed of extraordinary acuteneſs in ſcenting their purſuers, which, under ſuch circumſtances, enabled them to avoid danger. We therefore returned to the boat, and, having provided a tent for that purpoſe, paſſed the night upon the beach. The next day, being governed by the opinion of our guides, we croſſed the bay, and proceeded to the head of Rakoweena Harbour; where we ſecured our boats, and afterwards went on foot with all our baggage.

Having walked about five or ſix miles, we arrived at the ſea-ſide, three miles north of the light-houſe head. From hence, a continued narrow border of level ground adjoining to the ſea, extended itſelf towards Cheepoonſkoi Noſs as far as could ſee. It is entirely covered with heath, and produces berries in great abundance, eſpecially thoſe which are called crow and partridge berries.

We were told, that there was almoſt a certainty of finding a number of bears, feeding upon theſe berries; but, as the weather was ſhowery, it was unfavourable to us. Accordingly, however, we purſued our courſe along the plain; and, though ſeveral bears were ſeen at a diſtance, we could not, by any means, get within ſhot of them. This diverſion was therefore changed to that of ſpearing ſalmon, which we ſaw in throngs, driving through the ſurf into a ſmall river. Here

we could not help remarking the inferiority of the Kamtſchadales, at this kind of fiſhing, to the natives of Oonalaſhka; neither were their inſtruments, though pointed with iron, near ſo well adapted to the purpoſe, nor fabricated with that neatneſs, which thoſe of the Americans were, though pointed only with bone. On aſking the cauſe of this inferiority, we were informed by the corporal, who had long reſided amongſt the Americans, that formerly the natives of Kamtſchatka uſed ſuch darts and ſpears as thoſe of the Americans, and, like theirs, headed and barbed with bone, and were as dexterous as the latter in the management of them. We could not ſufficiently underſtand each other to diſcover the real cauſe of this change, but ſuppoſe it may be the effect of an imperfect ſtate of improvement. Fortunately, however, the water afforded us a little proviſion; for ill ſucceſs had not only attended us in the chaſe by land, but we had failed in our expectations of ſhooting wild-fowl, after having almoſt depended upon a ſupply of them for our ſubſiſtence; and, on its failure, began to think it almoſt time to return to our head-quarters.

The Kamtſchadales who attended us, at length diſcovered, that our not meeting with game was occaſioned by our going in too large a party, and by the unavoidable noiſe that was the natural conſequence of it. This judicious remark induced us to ſeparate; Captain King, Ivaſkin, and

the corporal, forming one party; the other conſiſting of Captain Gore, and the reſt of the company. We paſſed the night under our tent, and, on the morning of the 19th, ſet out by different routes, in order to take a kind of circuit round the country, and meet at St. Peter and St. Paul.

Captain King, and his party, took the courſe of the river, at whoſe mouth he had fiſhed for the ſalmon; and, after being completely ſoaked with heavy rains the whole morning, they took ſhelter, about three in the afternoon, in ſome old *balagans*, which were the remains of a Kamtſchadale village, without having ſeen a ſingle bear in their long and tedious journey.

At firſt we ſeemed inclined to continue here all night, that we might reſume the chaſe early in the morning; but, as the weather began to clear, and a freſh breeze ſprung up from a quarter hoſtile to our deſigns, the Hoſpodin, whom former ſeverities had rendered unable to endure fatigue, and who was now more particularly diſtreſſed from having his ſnuff-box exhauſted of its contents, grew very importunate with us to return home. The old corporal was extremely unwilling to conſent, alledging, that we were at a conſiderable diſtance from the harbour, and that the badneſs of the way would probably hinder us from compleating our journey, before night had overtaken us. Ivaſkin's entreaties, however, at length prevailed, and the corporal conducted us by

by the ſide of ſevera' ſmall lakes, which are pretty numerous in the flat part of this country. They are from half a mile to two miles long, and generally about half a mile in breadth. The water in them is very clear and freſh, and they abound with red-coloured fiſh, not unlike a ſmall ſalmon, both in ſhape and ſize. The margins of theſe lakes were uſually covered with half-eaten fiſh, being fragments left by the bears, which occaſioned a moſt intolerable ſtench. We frequently arrived at places which had juſt been quitted by the bears, but were never able to come within reach of them.

At night we reached the ſhips, after having been full twelve hours upon our legs. Poor Ivaſkin ſeemed perfectly overcome with fatigue, and was probably the more ſenſibly affected by it, for want of a ſupply of ſnuff; for, almoſt at every ſtep, his hand ſunk mechanically into his pocket, and inſtantly roſe again with his huge empty box. Juſt as we arrived at the tent, the weather became exceedingly rough and wet, and we congratulated ourſelves on our not having ſtaid another day from our general rendezvous. The Hoſpodin's box was immediately repleniſhed, and, regaling upon a good ſupper, we forgot the fatigues and diſappointments of our journey.

The next day (Monday the 20th) we received the diſagreeable intelligence, that our friend, the ſerjeant, had ſuffered corporal puniſhment, which had

had been inflicted on him by command of the old *Put-paroschick*. None of us could learn the cauſe of his diſpleaſure; but it was ſuppoſed to have ariſen from ſome little jealouſy, which had been excited by our civility to the former. Imagining, however, that the offence, whatever it might be, could not merit a chaſtiſement ſo diſgraceful, we were both ſorry and angry at what had happened. The friendly and familiar terms on which we had lived with him, and the eſteem we were known to entertain for him, made the affront appear perſonal to ourſelves. For we had conſulted the worthy Major Behm, who was likewiſe the ſerjeant's friend, how we could render him ſome ſervice, for the excellent order he had preſerved in the *oſtrog* during our ſtay, and for his extreme readineſs to oblige us, upon every occaſion that preſented itſelf. The Major ſaid, a letter of recommendation to the Governor General, would probably have a good effect; Captain Clerke accordingly had given him one, which, together with his own repreſentations, he fully expected would get the ſerjeant advanced in his profeſſion.

We were unwilling to remonſtrate on this ſubject, till Captain Shmaleff ſhould arrive. Indeed, our very imperfect knowledge of the language, would not permit us to enter into any diſcuſſion upon this buſineſs. But, when we were

next

next viſited by the *Put-parouchick*, the coolneſs of our reception muſt fully have teſtified our chagrin.

On Wedneſday, the 22d of September, being the anniverſary of the coronation of George the Third, we fired twenty-one guns; and, in honour of the day, prepared as elegant a feaſt as our ſituation would allow of. The arrival of Captain Shmaleff was announced the very moment we were ſitting down to dinner. We were equally pleaſed and ſurprized at this intelligence. Firſt, becauſe he came ſo opportunely to take a ſhare in the feſtivity of the day; and, in the next place, having lately been informed that the effects of a ſevere illneſs had rendered him unequal to the journey. We had the ſatisfaction to hear that this had been merely an excuſe; that, knowing we were diſtreſſed for tea, ſugar, &c. he was hurt at the idea of coming empty-handed, and therefore had deferred his ſetting out, impatiently waiting for the arrival of a ſloop from Okotſk; but hearing no intelligence of her, and fearing we ſhould fail before he had viſited us, he was reſolved to proſecute the journey, though he had nothing to preſent to us but apologies for the poverty of Bolcheretſk.

He told us, at the ſame time, that the reaſon of our not having received the black cattle, which we had requeſted to be ſent down, was, that the heavy rains at Verchnei, had abſolutely prevented their ſetting out. So much politeneſs

and

and generoſity demanded the beſt anſwer we were capable of making; and he was, the next day, ſaluted with eleven guns, on coming on board the Reſolution: ſamples and ſpecimens of our curioſities were then preſented to him; to which Captain Gore added a gold watch, and a fowling-piece. He was entertained on board the Diſcovery the next day, and on the 25th, he returned to Bolcheretſk.

No entreaties could prevail on him to extend his viſit, having, as he aſſured us, ſome expectations that the ſub-governor-general would arrive in the ſloop which he expected from Okotſk, as he was then on a tour through all the provinces of the governor-general of Jakutſk. Without any application from us, he re-inſtated the ſerjeant in his command, before his departure, having reſolved to take the *Put-parouchick* with him. We alſo underſtood, that he was much offended with him for puniſhing the ſerjeant, as there did not appear to be the ſlighteſt grounds for inflicting ſuch chaſtiſement.

Encouraged by the Captain's great readineſs to oblige us, we ventured to requeſt a ſmall favour for another inhabitant of Kamtſchatka. It was to requite an honeſt old ſoldier, who kept a kind of open houſe for the inferior officers, and who had done a thouſand good offices, both for them and the whole crew. The Captain obligingly complied with our wiſhes, and dubbed him

inſtantly a corporal; telling him, at the ſame time, to thank the Engliſh officers for his very great promotion.

It may not here be unneceſſary to remark, that the lower claſs of officers in the Ruſſian army, have a greater pre-eminence above the private men than thoſe in the Britiſh ſervice can poſſibly conceive. It was, indeed, a matter of aſtoniſhment to us, to ſee a ſerjeant aſſume all the ſtate, and exact as much homage from thoſe beneath him, as though he had been a field officer. Beſides, there are ſeveral gradations of rank amongſt them, of which other countries are wholly ignorant; there being no leſs than four intermediate ſteps between a ſerjeant and a private ſoldier; and many conſiderable advantages may probably ariſe from this ſyſtem. Subordinate ranks in the ſea ſervice, are known to produce the moſt ſalutary effects, by creating emulation; and the officers of ſuperior rank are thereby enabled to beſtow an adequate reward on almoſt every poſſible degree of merit.

The diſcipline of the Ruſſian army, though ſo extremely remote from the ſeat of government, is remarkable for its ſtrictneſs and ſeverity; not exempting even the commiſſioned officers. Impriſonment, and bread and water diet, is the puniſhment of the latter for inconſiderable offences. A good friend of ours, who was an enſign in this place, informed us, that the puniſhment he received

ceived for having been concerned in a drunken frolic, was three months impriſonment in the black hole, with bread and water only for his ſubſiſtence; which ſo affected his whole nervous ſyſtem, that he has never ſince enjoyed a ſufficient flow of ſpirits to qualify him for a convivial meeting.

Captain King attended Captain Shmaleff as far as the entrance of Awatſka river, and, having taken leave of him, embraced that opportunity of viſiting the prieſt of Paratounca. He attended him to church on Sunday the 26th, when his whole congragation conſiſted of his own family, three men, and the ſame number of boys, who aſſiſted in the ſinging; and the whole of the ſervice was performed with great ſolemnity and devotion.

Though the church is built of wood, it is much ſuperior to any building either in this town, or in that of St. Peter and St. Paul. Among the ſeveral paintings with which it is ornamented, are two pictures of St. Peter and St. Paul, which were preſented by Beering; and which might vie with the firſt European performances in the intrinſic riches of its drapery; the principal parts of it being compoſed of thick plates of real ſolid ſilver, ſo faſhioned as to imitate the foldings of the robes which decorate the figures, and fixed upon the canvaſs.

Another

Another hunting party was ſet on foot the next day, when Captain King ſubmitted himſelf to the direction of the pariſh clerk, who had acquired great reputation as a bear-hunter. About ſun-ſet, they arrived at one of the larger lakes, where it was deemed neceſſary to conceal themſelves as much as poſſible: this was eaſily effected among ſome long graſs and bruſh-wood, of which there was great plenty near the water's edge. We had not been long in this ſituation, before our ears were agreeably ſaluted with the growling of bears, in almoſt every quarter round about us; and we ſoon had the pleaſure of beholding one of them in the water, ſwimming in a direct courſe to where we lay concealed. At this time the moon ſhone, ſo as to afford a conſiderable light; and, as the animal advanced towards us, three of us fired at it, almoſt at the ſame inſtant. Immediately the beaſt turned ſhort upon one ſide, and ſet up a moſt horrible noiſe; which was neither yelling, growling, nor roaring, but a very extraordinary mixture of the whole three.

We could eaſily perceive that the animal was ſeverely wounded, and that it reached the bank with difficulty; whence it retreated to ſome thick buſhes not far diſtant, ſtill continuing to make that dreadful noiſe. The Kamtſchadales ſuppoſed it to be mortally wounded, and that it could proceed no farther; but judged it an act of imprudence to attempt to rouſe it again immediately.

mediately. It was then after nine o'clock; and, as the night became over-caſt, and a change of weather was to be apprehended, we thought it adviſeable to return home, and wait till morning for the gratification of our curioſity; when we accordingly repaired to the ſpot, and found the bear dead from the wounds it had received. It was a female, and larger than the ordinary ſize. But, as this account of our hunting party may convey a wrong idea of the method uſually purſued in this ſport, a few words may be neceſſary to be added on this ſubject.

The natives generally contrive to reach the ground, frequented by the bears, about ſun-ſet. Their firſt buſineſs, when they arrive there, is to look out for their tracks, and to attend particularly to the freſheſt of them; always paying a regard to the ſituation with reſpect to concealment, and taking aim at the animal as it paſſes by, or as it advances or goes from them. Theſe tracks are numerous between the woods and the lakes, and are often found among the long ſedgy graſs and brakes on the margin of the water. Having determined upon a convenient ſpot for concealment, the hunters fix their crutches in the ground, on which they reſt their firelocks, pointing them in a proper direction. They afterwards kneel or lie down, as the circumſtances of their ſituation may require; and, having their bear-

bear-ſpears in readineſs by their ſide, wait the arrival of their game.

Theſe precautions are extremely neceſſary, on many accounts, that the hunters may make ſure of their mark: for the price of ammunition is ſo high at Kamtſchatka, that the value of a bear will not purchaſe more of it than will load a muſquet four or five times. It is much more material on another conſideration; for, if the firſt ſhot ſhould not render the animal incapable of purſuit, fatal conſequences too frequently enſue. The enraged beaſt makes immediately towards the place from whence the ſound and ſmoke iſſue, and furiouſly attacks his adverſaries. They have not ſufficient time to re-load their pieces, as the bear is ſeldom fired at till he comes within the diſtance of fifteen yards; therefore, if he ſhould not happen to fall, they immediately prepare to receive him upon their ſpears; their ſafety depending, in a great meaſure, on their giving him a mortal ſtab as he advances towards them. Should he parry the thruſt, (which theſe animals are ſometimes enabled to do, by the ſtrength and agility of their paws) and break in upon his opponents, the conflict becomes dreadful, and it is ſeldom that the loſs of a ſingle life will ſatisfy the beaſt's revenge.

The buſineſs or diverſion of bear-hunting, is particularly dangerous at two ſeaſons of the year: in the ſpring, when they firſt iſſue from their

caves, after having ſubſiſted the whole winter (as it is here poſitively aſſerted) ſolely on ſucking their paws; and eſpecially if the froſt ſhould continue to be ſevere, and the ice in the lakes is not broken up; as they cannot then have recourſe to their cuſtomary and expected food. Thus becoming exceedingly famiſhed, they grow fierce and ſavage in proportion; purſuing the inhabitants by the ſcent; and, prowling about at a diſtance from their uſual tracks, dart upon them unawares. Under theſe circumſtances, as the natives have no idea of ſhooting flying, or even running, or in any manner without reſting their piece, they often fall a ſacrifice to their rapacity. The time of their copulation, is the other dangerous ſeaſon to meet with them; and that is uſually about this time of the year.

We have already mentioned a remarkable inſtance of natural affection in theſe animals. Many of a ſimilar nature, and equally affecting, are frequently related by the Kamtſchadales; who, from this circumſtance, derive conſiderable advantage in hunting. They never preſume to fire at a young bear, if the dam is upon the ſpot; for, if the cub ſhould happen to be killed, ſhe becomes enraged to an immoderate degree; and, if ſhe can only obtain a ſight of the offender, ſhe is ſure to be revenged of him, or die in the attempt. On the other hand, if the mother ſhould be ſhot, the cubs continue by her ſide after ſhe has been

a long time dead; exhibiting, by the moſt affecting geſtures and motions, the moſt poignant affliction. The hunters, inſtead of commiſerating their diſtreſſes, embrace theſe opportunities of deſtroying them. If the veracity of the Kamtſchadales is to be depended on, the ſagacity of the bears is as extraordinary as their natural affection.

Innumerable are the ſtories which they relate to this effect. One remarkable inſtance, however, we cannot avoid mentioning, as it is admitted among the natives as a well-atteſted fact. It is the ſtratagem they put in practice to catch the bareins, which run too ſwift for them to expect ſucceſs in purſuing them. Theſe animals herd together in great numbers, and their uſual haunts are low grounds, at the feet of rocks and precipices, where they delight in browſing. The bear purſues them by the ſcent, till he obtains a view of them; and then advances warily, keeping in a ſituation above them; at the ſame time concealing himſelf among the rocks as he approaches, till he is almoſt immediately over them, and near enough to carry his purpoſe into execution. Then, with his paws, he puſhes down large pieces of the rock amongſt the herd below. If he perceives that he has ſucceeded in maiming any of the flock, he immediately purſues them, and according to the injury the poor bareins have received, he either proves ſucceſsful in overtak-

ing them, or they eſcape by the rapidity of their flight.

The Kamtſchadales acknowledge infinite obligations to the bears, for all the little progreſs they have hitherto made, as well in the ſciences as the polite arts. They confeſs themſelves indebted wholly to thoſe animals for all their knowledge in phyſic and ſurgery; that, by obſerving what herbs they have applied to the wounds they have received, and what methods they have purſued when they were languid and out of order, they have acquired a knowledge of moſt of thoſe ſimples which they have now recourſe to, either as external or internal applications. But, the moſt ſingular circumſtance of all is, that they admit the bears to be their dancing-maſters; though the evidence of our own ſenſes places this matter beyond all diſpute; for, in the bear-dance of the Kamtſchadales, every geſture and attitude peculiar to that animal, was faithfully exhibited. All their other dances are ſimilar to this in many particulars, and thoſe attitudes are thought to come the neareſt to perfection, which moſt reſemble the motions of the bear.

On the 28th of September, Captain King returned to the ſhips, not a little pleaſed with his excurſion, as it gave him an opportunity of ſeeing a part of the country, and of obſerving the actions of the Kamtſchadales when they were under

der no reſtraint, which evidently was not the caſe when they were in the company of the Ruſſians.

Nothing worth mentioning occurred till the 30th, when Captain Gore went to Paratounca, in order to have an eſcutcheon put up in the church, which had been prepared by Mr. Webber. It had an inſcription on it, mentioning Captain Clerke's age and rank, and the nature of the expedition which he commanded at the time of his deceaſe. To the tree, under which he was interred, a board was affixed with a ſimilar inſcription on it.

Captain Gore, before his departure, ordered Captain King to get the ſhips out of the harbour, that they might be in readineſs to ſail. This, however, was prevented, by a violent gale of wind on the 1ſt of October, which continued the whole day; but, on the 2d, both the veſſels warped out of the harbour, and anchored in ſeven fathoms water, about a quarter of a mile from the *oſtrog*. The day before we quitted the harbour, the cattle from Verchnei arrived; and, that the men might have the full enjoyment of this ſeaſonably ſupply, by eating it whilſt it was freſh, Captain Gore determined to ſtay in the ſame ſtation five or ſix days longer.

This time was far from being miſapplied; for the pumps, ſails, and rigging of each ſhip received an additional repair. Captain King, having obtained permiſſion to uſe the copper belong-

ing to the Reſolution, and being ſupplied with molaſſes by Captain Gore, was enabled to brew a ſufficient quantity of beer to laſt the crew a fortnight, and to make ten additional puncheons of ſtrong ſpruce eſſence. This ſupply was the more acceptable, as our laſt caſk of ſpirits was now ſerving out, except a ſmall quantity reſerved for caſes of emergency.

As the 3d of October was the name-day of the Empreſs of Ruſſia, we were perfectly inclined to ſhew it every poſſible reſpect. The prieſt of Paratounca, Ivaſkin, and the ſerjeant, were invited to dine with us; and an entertainment was prepared for the two Toions of Paratounca, and St. Peter and St. Paul; as well as for the inferior officers of the garriſon, and the moſt reſpectable of the Kamtſchadale inhabitants. All the other natives were invited to partake in common with the ſhips companies; a pound of excellent beef being ſerved out to every man, and the remainder of our ſpirits was made into grog, and diſtributed amongſt them. Twenty-one guns were fired upon the occaſion; and, conſidering we were in a very remote part of the Empreſs's dominions, the whole was conducted in a manner not unworthy ſo illuſtrious a character.

On the 5th of October, we received a freſh ſupply of tea, ſugar, and tobacco, from Bolcheretſk. Captain Shmaleff having met this preſent on his return, he ſent a letter with it, informing

us

us that the ſloop from Okotſk had arrived in his abſence, and that Madame Shmaleff had inſtantly diſpatched a courier with theſe few preſents, requeſting our acceptance of them.

On the 6th and 7th of October, the appearance of foul weather prevented our unmooring; but on the 8th, we ſailed towards the mouth of the bay, and all the boats were hoiſted in; but our progreſs was ſtopped by the wind veering to the ſouth, which obliged us to drop anchor, the *oſtrog* bearing north, at the diſtance of half a league. The wind blowing from the ſame quarter, and the weather being foggy all the forenoon on the 9th, we continued in our ſtation.

At four in the afternoon of the ſame day, we again unmoored; but, whilſt we were raiſing our laſt anchor, we were informed that the drummer of marines had fled from the boat, which had juſt left the village, and that he had been lately ſeen with a Kamtſchadale woman, to whom he was known to have been much attached, and who had frequently importuned him to ſtay behind. This man was entirely uſeleſs to us, having been rendered lame by a ſwelling in his knee; and, on that very account, Captain King was the more unwilling to leave him behind, leſt he ſhould become a miſerable burthen to himſelf, as well as to the Ruſſians. He therefore applied to the ſerjeant to ſend parties of his men in purſuit of him; and, in the mean time, the ſailors viſited a well-

known haunt of his in the neighbourhood, where the drummer and his woman were found together. On the return of our deſerter, we weighed anchor, and immediately followed the Reſolution.

As we have now taken our leave of St. Peter and St. Paul, a particular account of Awatſka bay, and the adjoining coaſt, may not be unacceptable to the reader; as it is perhaps the ſafeſt, and moſt extenſive harbour that has ever been diſcovered; and the only one, in this part of the world, that can admit veſſels of conſiderable burthen. The term bay, properly ſpeaking, is rather inapplicable to a place ſo completely ſheltered as Awatſka; but when it is conſidered how looſe and vague ſome navigators have been, in their denominations of certain ſituations of ſea and land, as harbours, bays, roads, ſounds, &c. we are not ſufficiently warranted to exchange a popular name, for one that may perhaps ſeem more conſiſtent with propriety,

The entrance into Awatſka bay is in the latitude of 52° 51′ north, and the longitude of 158° 48′ eaſt. It lies in the bight of another exterior bay, formed by Cape Gavareea to the ſouth, and Cheepoonſkoi Noſs to the north. The latter of theſe head-lands bears from the former, north-eaſt by north, and is thirty-two leagues diſtant. From Cape Gavareea to the entrance of Awatſka Bay, the coaſt takes a northerly direction, and extends about eleven leagues. It conſiſts of a chain

chain of ragged cliffs and rocks, and, in many parts, preſents an appearance of bays or inlets; but on a nearer view, low ground was ſeen that connected the head-lands.

From the entrance of Awatſka bay, Cheepoonſkoi Noſs bears eaſt-north-eaſt, diſtant ſeventeen leagues. The ſhore, on this ſide, is flat and low, with hills behind, gradually riſing to a conſiderable height. The latitude of Cape Gavareea is 52° 21′.

This remarkable difference of the land on the ſides of Awatſka Bay, together with their different bearings, are very proper guides to ſteer for it, in coming from the ſouthward; and when it is approached from the northward, Cheepoonſkoi Noſs becomes very conſpicuous; it being a high projecting head-land, and is united to the continent, by a large extent of level ground, lower than the Noſs. Whether viewed from the north or ſouth, it preſents the ſame appearance.

We have been rather particular in deſcribing this coaſt, having experienced the want of ſuch a deſcription; for, if we had poſſeſſed a tolerably good account of the form of the coaſt on both ſides of Awatſka Bay, we ſhould, when we firſt viſited it, have arrived there two days ſooner than we did, and conſequently have avoided part of the tempeſtuous weather, which we experienced in plying off the mouth of the harbour. Beſides, as the fogs are ſo prevalent in theſe ſeas, it often

happens that an obſervation for aſcertaining the latitude cannot be taken. It ſhould alſo be conſidered, that land makes a very deceptive appearance when covered with ſnow, or when viewed through an hazy atmoſphere; both which circumſtances prevail here for a conſiderable part of the year, and render it neceſſary for every mariner to be acquainted with as many diſcriminating objects as poſſible.

If the weather ſhould happen to be ſufficiently clear to admit a view of the mountains, both on the coaſt and its neighbourhood, the ſituation of Awatſka bay may be preciſely known, by the two high mountains to the ſouth of it. That neareſt the bay is in the form of a ſugar-loaf; the other, which is more inland, is flat at the top, and not quite ſo high. There are three very conſpicuous mountains to the north of the bay: that fartheſt to the weſt, appears to be the higheſt; the next, which is a *volcano* mountain, may readily be known by the ſmoke iſſuing from its top. The third is the moſt northerly, and might, with ſome propriety, be called a cluſter of mountains, as it preſents ſeveral flat tops to our view.

When we got within the capes, and into the outward bay, a light-houſe on a perpendicular head-land, will point out the entrance of the bay of Awatſka to the north. Many ſunken rocks lie to the eaſtward of this head-land, ſtretching two or three miles into the ſea; and which, with

with a moderate ſea or ſwell, will always ſhew themſelves. A ſmall round iſland lies four miles to the ſouth of the entrance, principally compoſed of high pointed rocks, one of which is ſtrikingly remarkable, as being larger and more perpendicular than the reſt.

The entrance into the bay is, at firſt, about three miles wide, and one mile and an half in the narroweſt part; the length is four miles, in a north-north-weſt direction. A noble baſon, of about twenty-five miles in circumference, lies within the mouth; in which are the harbours of Rakoweena to the eaſt, Tarcinſka to the weſt, and St. Peter and St. Paul to the north.

The breadth of Tarcinſka harbour is three miles, and the length about twelve. A narrow neck of land ſeparates it from the ſea at the bottom, and it ſtretches to the eaſt-ſouth-eaſt. As far as we ſurveyed, we never found leſs than ſeven fathoms water; but the ice hindered us from getting to the bottom of the harbour.

The entrance of the harbour of Rakoweena is impeded by a ſhoal in the middle of the channel, which, in general, makes it neceſſary to warp in unleſs there ſhould happen to be a leading wind. Were it not for this circumſtance, this harbour would be preferable to the other two. Its breadth is from one mile to half a mile, and its length three miles, running in a ſouth-

eaſt and eaſterly direction. It is from thirteen to three fathoms in depth.

One of the moſt convenient little harbours we have ſeen, is St. Peter and St. Paul. Half a dozen ſhips may be commodiouſly moored in it, head and ſtern; and it is, in every reſpect, convenient for giving them any kind of repairs. The ſouth ſide of this harbour is formed by a low, narrow, ſandy neck, on which the *oſtrog* is built. The mid-channel is only two hundred and ſeventy feet acroſs, in which there is ſix fathoms and an half water; the deepeſt water within is ſeven fathoms; and all over a muddy bottom. Some inconvenience was, however, occaſioned by the toughneſs of the ground, which often broke the meſſenger, and made it troubleſome to get the anchors up. At the head of this harbour there is a watering place.

There is a ſhoal lying off the eaſtern harbour, and a ſpit within the entrance, ſtretching from the ſouth-weſt ſhore, having only three fathoms water over it. To ſteer clear of the latter, a ſmall iſland, or rather a large detached rock, on the weſt ſhore of the entrance, muſt be ſhut in with the land to the ſouth of it. In order to ſteer clear of the former, the three needle rocks, near the light-houſe head, on the eaſt-ſhore of the entrance, muſt be kept open with the head-lands to the northward of the firſt ſmall bending on the eaſt ſide of the entrance. In entering the harbour

bour of St. Peter and St. Paul, and approaching the village, it is very neceſſary to keep near the eaſtern ſhore, to avoid a ſpit which ſtretches from the head-land, to the ſouth-weſt of the *oſtrog*.

The time-keeper on board the Reſolution, which was exactly copied from Mr. Harriſon's, by Mr. Kendal, ſtopped on the 27th of April, a few days before our firſt arrival in Awatſka Bay. During the voyage, it had always been carefully attended to, not having been truſted, even for a moment, into any other hands than thoſe of Captain Cook and Captain King. No accident, therefore, could poſſibly have happened to it, to which its ſtopping could be attributed; nor could it proceed from the operation of intenſe cold, the thermometer being but very little below the freezing point.

When the failure of the time-piece was firſt diſcovered, the Captains Clerke and King conſulted what meaſures they ſhould purſue; whether they ſhould ſuffer it to remain in a uſeleſs ſtate, for the ſatisfaction of the curious at home, where it would certainly be examined by proper judges; or ſubmit it to the inſpection of a ſeaman on board, who had been regularly bred a watch-maker, in London, and who had given many ſatisfactory proofs of his ſkill in that profeſſion, in repairing ſeveral watches upon the voyage.

Having experienced the accuracy of this time-piece, we were extremely unwilling to be deprived of

of its advantages during the remaining part of the voyage; and that object appeared to us of more importance, than the ſmall degree of probability of deriving any material knowledge with regard to its mechaniſm, by deferring the inſpection of it till our return. Beſides, it ſhould be conſidered, that the watch had already been ſufficiently tried to aſcertain its utility, as well in the former voyage, as during the three years we had now had it on board the Reſolution. Therefore, on the firſt clear day after we arrived in Awatſka bay, the time-piece was opened, in the preſence of Captain Clerke and Captain King. No part of the watch appeared to be broken; but, as the watch-maker was not able to make it go, he took off the cock and balance, and cleaned the pivot-holes, which were extremely foul. The other parts of the work were alſo dirty. He then took off the dial-plate, and found a piece of dirt between two teeth of the wheel which carries the ſecond hand, and attributed its ſtopping principally to this cauſe. After putting the work together, and oiling it very ſparingly, the watch ſeemed to go with freedom and regularity.

Captain King having orders to go the next day to Bolcheretſk, the time-keeper was left with Mr. Baily, in order to get its rate by comparing it with his watch and clock; who informed him, on his return, that it had gone very regularly for ſome days, never loſing more than ſeventeen

ſeconds

ſeconds a day, and afterwards ſtopped again. Upon its being a ſecond time opened, its ſtopping ſeemed to be occaſioned by its having been badly put together on the firſt opening of it. When it was again adjuſted, it gained above a minute a day; and the watch-maker broke the balance-ſpring, in attempting to alter that and the regulator. He then made a new ſpring, but the watch went ſo irregularly afterwards, that we could make no farther uſe of it. The honeſt man was as much chagrined as we were at our ill ſucceſs, which we were convinced was not ſo much owing to his want of ſkill, as to the miſerable tools he had to work with, and the ſtiffneſs his hands had contracted from his occupation as a ſeaman.

At the full and change of the moon, it was high water at thirty-ſix minutes after four; and five feet eight inches was the greateſt riſe. The tides were regular every twelve hours.

CHAP.

CHAP. VI.

Geographical Deſcription of Kamtſchatka—Account of the Rivers Bolchoireka, Kamtſchatka, Awatſka, &c.—Soil—Severity of the Climate—Several Volcanos—Remarkable hot Spring at Natcheekin—Productions—Vegetables: particularly the Sarana, and ſweet Graſs—Animals in general—Foxes—Sables—Bears—Wolves, &c.—Birds—Sea-Otters, and other amphibious Animals—Fiſh the ſtaple Article of Food at Kamtſchatka—Whales—Salmon Fiſhery—Method of catching Salmon—Lakes abounding with Fiſh.

THE peninſula of Kamtſchatka, is ſituated on the eaſtern coaſt of Aſia, and extends from 52° to 61° north latitude; the longitude of its extremity to the ſouth being 156° 45′ eaſt. The iſthmus, joining it to the continent on the north, lies between the gulphs of Olutorſk and Penſhinſk. Its extremity to the ſouth, is Cape Lopatka; ſo called from its reſembling the bladebone of a man, which is the ſignification of that word. The whole peninſula is ſomewhat in the form of a ſhoe; and its greateſt breadth is two hundred and thirty-ſix computed miles, being from the mouth of the river Tigil to that of the river Kamtſchatka; and, towards each extremity, it gradually becomes narrower.

On

On the north, it is bounded by the country of the Koriacks; by the north Pacific Ocean to the ſouth and eaſt; and by the ſea of Okotſk to the weſt. A chain of high mountains, from north to ſouth, extend the whole length of the peninſula, and almoſt equally divide it; whence ſeveral rivers take their riſe, and make their courſe into the Pacific Ocean, and the ſea of Okotſk.

The three principal rivers, are the Bolchoireka, or great river; the river Kamtſchatka; and the river Awatſka. The firſt diſcharges itſelf into the ſea of Okotſk, and is navigable for the Ruſſian galliots, five leagues from its mouth, or within three leagues of Bolcheretſk, which is ſituated at the conflux of the two rivers, Goltſoffka and the Biſtraia, which are here loſt in the Bolchoireka. The ſource of the Biſtraia, which is no inconſiderable river, is derived from the ſame mountain as the river Kamtſchatka, but takes quite a contrary courſe; by which means, the Kamtſchadales are enabled to tranſport their goods by water, almoſt acroſs the peninſula. The river Kamtſchatka continues about three hundred miles, in the direction of ſouth to north; and, after winding round to the eaſtward, is received by the ocean, a little to the ſouthward of Kamtſchatkoi Noſs. To the north-weſt of the mouth of the Kamtſchatka, lies the great lake Nerpitſch; from *nerpi*, a ſeal; that lake abounding with thoſe animals. A fort, called Niſhnei

Kamtſchatka *oſtrog*, is ſituated about twenty miles up the river, where an hoſpital and barracks have been built by the Ruſſians; and this place, we underſtood, is now become the principal mart in the country.

The ſource of the Awatſka river, is from the mountains between the Bolchoireka and the Biſtraia. After running two hundred miles, from north-weſt to ſouth-eaſt, it falls into Awatſka bay. The Tigil is likewiſe a conſiderable river; it riſes amidſt ſome high mountains, parallel with Kamtſchatkoi Noſs, and empties itſelf into the ſea of Okotſk. The other rivers of this peninſula, which are very numerous, are too inconſiderable to be particularly mentioned.

If we may judge of its ſoil from its vegetable productions, it appears to be barren in the extreme. Neither about the bay, nor in our journey to Bolcheretſk, nor in any of our hunting exhibitions, did we ever perceive the ſmalleſt ſpot of ground, that had the appearance of a good green turf, or that ſeemed capable of improvement by cultivation. Stunted trees were thinly ſcattered over the whole face of the country, whoſe bottoms were moſſy, with a mixture of low heath; the whole reſembling Newfoundland in a moſt ſtriking degree.

It muſt be admitted, however, that we ſaw at Paratounca, three or four ſtacks of moſt excellent hay; and Major Behm aſſured us, that the banks of

of the Kamtſchatka, and the Biſtraia, as well as many other parts of the peninſula, produce a quantity of graſs of great ſtrength and height, which is mowed twice in every ſummer; and that the hay is particularly adapted to the fattening of cattle, being of a very ſucculent quality. It appeared, indeed, from the ſize and fatneſs of the thirty-ſix which we received from the Verchnei *oſtrog*, that they muſt have had the advantage of good graſs and hay; for when we were ſupplied with the firſt twenty, it was juſt the cloſe of the winter, the ſnow ſtill remaining on the ground; and probably they had fed only on hay for the ſeven preceding months. This agrees with Kraſcheninicoff's account, who relates, that the country which borders on the river Kamtſchatka is much ſuperior, in point of fertility, to that of either the north or ſouth. Repeated experiments, he ſays, have been made, in different quarters near this river, in the culture of barley, rye, and oats, which ſeldom failed of ſucceſs; and he ſuppoſes, that wheat would grow in many parts, eſpecially near the ſource of the Biſtraia and Kamtſchatka, as well as in moſt countries ſituated in the ſame latitude. The fertility of this part of the country may, perhaps, be occaſioned by its lying in the wideſt part of the peninſula, and, conſequently, at the fartheſt diſtance from the ſea on each ſide: as chilling fogs and drizzling weather generally prevail along the coaſt, and

cannot fail to render the parts adjacent incapable of improvement by agriculture.

The ſeverity of the climate, it may naturally be ſuppoſed, muſt be in proportion to the ſterility of the ſoil, of which it is perhaps the cauſe. We firſt ſaw this country in the beginning of May, 1779, when it was covered with ſnow, from ſix to eight feet in depth. On the 6th of May we had ſnow, with the wind from north-eaſt. At noon, on the 8th, the thermometer ſtood at 32°; and ſome of our men were on that day ordered on ſhore, to endeavour to cut wood; but their attempts were fruitleſs, the ſnow ſtill lying ſo deep upon the ground. Nor could they proceed in this neceſſary buſineſs, though the party conſiſted of ſtout and able fellows, till the 12th; when the thaw gradually advanced. In ſome places, the ſides of the hills were now free from ſnow; and it was principally melted on the low land by the beginning of June. On the 15th of that month, we ſailed out of the harbour: during our ſtay, the winds generally blew from the eaſtward, and the ſouth-eaſt was the moſt prevalent.

On the 24th of Auguſt, when we returned, the foliage of the trees, and vegetation in general, appeared to be in the height of perfection. The weather, during the remainder of that month, and the whole of September, was very changeable, but not ſevere. At the beginning of the month,

month, the winds were, in general, eaſterly; but afterwards got round to the weſt. The thermometer's greateſt height was 65°, the loweſt 40°. The greateſt height of the barometer 30°, the loweſt 29° 3′. So that, all the month of September, a moderate degree of temperature prevailed. But, when October began, the new-fallen ſnow again covered the tops of the hills, and the wind continued weſterly.

In computing the ſeaſons here, ſpring ſhould certainly be omitted. Summer may be ſaid to extend from the middle of June, till the middle of September; October may be conſidered as autumn; from which period to the middle of June, it is all dreary winter.

The climate, in the country adjacent to the river Kamtſchatka, is ſaid to be as ſerene and temperate, as in many parts of Siberia under the ſame latitude. This, probably, originates from the ſame cauſes, to which the fertility of the ſoil in that part of the country has been already attributed. The ſterility of the ground, however, is not the only conſequence of the unfavourable temperature of the climate. The inhabitants are ſometimes prevented, by the uncertainty of the ſummer ſeaſon, from providing a ſufficient ſtock of dried fiſh, for their food in the winter; and the moiſture of the air occaſions worms to breed in them, which frequently deſtroy, or ſpoil, the greateſt part.

We had neither thunder nor lightning during our ſtay at Kamtſchatka, excepting on the night of the eruption of the volcano; and we were told by the inhabitants, that they were not often troubled with either, and never but in a ſlight degree. The ſeverity of winter, and the dreadful hurricanes of wind and ſnow which attend it, oblige the natives to retire to their ſubterraneous habitations, both for their ſecurity and warmth. We were informed by Major Behm, that the inclemency of the winter of 1779, was ſo great, that all intercourſe was ſtopped between the inhabitants for ſeveral weeks; no one daring to ſtir from one habitation to another, ſo fearful were they of being froſt-bitten. The extreme rigour of climate, in ſo low a latitude, may be attributed to its being ſituated to the eaſt of an immenſe uncultivated country, and to the prevalence of the weſterly winds over ſo extenſive and cold a continent. The impetuoſity of the winds, may be attributed to the ſubterraneous fires, and ſulphureous exhalations.

Volcanos are numerous in this peninſula; only three of which have lately been ſubject to eruptions. That in the neighbourhood of Awatſka we have already mentioned; and there are others equally remarkable, according to Kraſcheninicoff.

The volcano of Tolbatchick is ſituated between the river Kamtſchatka and Tolbatchick, on a neck of land. The eruptions proceed from the ſummit

ſummit of a high mountain, which terminates in pointed rocks. A whirlwind of flames iſſued from it in the beginning of 1739, which reduced the foreſts of the neighbouring mountains to aſhes. A cloud of ſmoke ſucceeded this, which ſpread darkneſs over the whole country, but was diſſipated by a ſhower of cinders, which covered the earth to the extent of thirty miles. Mr. Kraſcheninicoff, who was then travelling from Bolchoireka to the Kamtſchatka *oſtrog*, and not far from the mountain, ſays, the eruption was preceded by an alarming ſound in the woods, which, he thought, portended ſome dreadful ſtorm or hurricane; till three ſucceſſive ſhocks of an earthquake, with only a minute's interval between each, fully convinced him of its real cauſe; but that he was hindered, by the falling of the cinders, from approaching nearer the mountain, or from proceeding on his journey.

On the top of the mountain of Kamtſchatka, ſuppoſed to be by far the higheſt in the peninſula, is the third volcano. A thick ſmoke inceſſantly aſcends from its ſummit, and it often has eruptions of the moſt dreadful kind; ſome of which were freſh in the memories of the natives, and were frequently ſpoken of.

Springs of hot water are ſaid to abound in this country. We have ſeen only that at Natcheekin *oſtrog*, which has already been deſcribed. Several others are mentioned by Kraſcheninicoff, who

alſo takes notice of two pits or wells, at the bottom of which, the water boils with great impetuoſity; a dreadful noiſe iſſuing from them at the ſame time, and ſo thick a vapour, that objects cannot be diſcerned through it.

Among the principal trees which fell under our notice, are the birch, the poplar, the alder, ſeveral ſmall ſpecies of the willow, and two ſorts of dwarfiſh cedars. One of theſe ſorts grows upon the coaſt, ſeldom exceeding two feet in height, and creeping upon the ground. Of this our eſſence for beer was made, and proved to be very proper for the purpoſe: the other, which grows much higher, is found on the mountains, and bears a kind of nut or apple. The old *Toion* at St. Peter and St. Paul informed us, that when Beering lay in that harbour, he taught them the uſe of the decoction of theſe cedars; which proved an admirable remedy for the ſcurvy; but, either from the ſcarcity of ſugar, or ſome other cauſe, it is no longer uſed amongſt them.

Of the birch, which appears to be the moſt common tree, we remarked three ſorts. Two of them were large, and fit for timber, and differed from each other only in the colour and texture of the bark. The third is of a dwarfiſh kind. The natives apply this tree to a variety of uſes. When tapped, it yields a liquor in great abundance, which they drink without mixture, or any kind of preparation, as we frequently obſerved

in

in our journey to Bolcheretſk. We drank ſome of it ourſelves, and found it pleaſant and refreſhing, though ſomewhat purgative. They convert the bark into veſſels for their domeſtic purpoſes; and, from the wood of this tree, are made their ſledges and canoes. Not only the birch, but every other kind of tree in the neighbourhood of the bay, were ſtunted, and very ſmall; the natives are therefore obliged to go to a conſiderable diſtance up the country, to get wood of a proper ſize for their canoes, their *balagans*, and many other purpoſes.

Kraſcheninicoff alſo mentions the larch, a tree which grows only on the banks of the river Kamtſchatka, and thoſe which it receives. He alſo ſays, there are firs near the river Berezowa. Likewiſe the ſervice-tree, and two ſpecies of the white thorn.

This peninſula produces great abundance of the ſhrub kind, as mountain aſh, junipers, raſberry buſhes, and wild roſe-trees. Alſo a variety of berries, as partridge-berries, blue-berries, black-berries, cran-berries, and crow-berries. Theſe are gathered at proper ſeaſons, and preſerved by maſhing them into a thick jam. They conſtitute a conſiderable part of their winter proviſions, ſerving as a general ſauce to their dried fiſh. They alſo eat them in puddings, and in various other modes; and make decoctions of them for their common beverage.

We

We found great quantities of wholeſome vegetables in a wild ſtate, ſuch as chervil, garlic, onions, angelica, and wild celery. We alſo met with ſome excellent turnips, and turnip-radiſhes, upon a few ſpots of ground in the vallies. This was the utmoſt extent of their garden cultivation; but, it is probable, that many of the hardy ſorts of vegetables will thrive here (particularly thoſe whoſe roots deſcend) as carrots, parſnips, &c. Major Behm told us, that many other ſorts of kitchen v[illegible]bles had been tried, but without effect; that thoſe of the cabbage or lettuce kind would not head; and that, though beans and peas would grow vigorouſly, and flower and pod, yet the pods would never fill. He alſo told us, that in experiments he made in different ſorts of farinaceous grain, a ſtrong high blade ſprung up, and even produced ears; but the latter never yielded flour.

This account of vegetables only relates to ſuch parts of the country, as fell within our obſervation; near the river Kamtſchatka, where, as we have already obſerved, both the ſoil and climate is the beſt in the peninſula, garden culture is attended to, and perhaps with ſucceſs; for, with the ſecond drove of cattle which we received from Verchnei, we alſo received a preſent of cucumbers, celery, ſome very large turnips, and other garden vegetables.

Two

Two plants are produced in this peninſula, which deſerve particular attention. The firſt is called *ſarana*, by the natives, and *Lilium Kamtſkatienſe flore atro rubente*, by botaniſts. The ſtem grows to the height of about five inches, and is not larger than that of a tulip; towards the bottom, it is of a purple colour, and green higher up. Two tier of leaves iſſue from it, of an oval figure; the lower conſiſting of three leaves, and the uppermoſt of four. A ſingle flower, of a dark red colour, which reſembles that of the narciſſus in ſhape, grows from the top of the ſtalk. It has a bulbous root, like that of garlic, and, like that, has ſeveral cloves hanging together. The plant grows wild, and in great quantities: about the beginning of Auguſt, many women are employed in collecting the roots; which, after being dried in the ſun, are preſerved for uſe. When we arrived the ſecond time, it was at the concluſion of this harveſt, which we underſtood had fallen ſhort of its uſual produce. It is a maxim with the Kamtſchadales, that Providence never deſerts them, for the ſeaſons that are prejudical to the *ſarana*, are always favourable for fiſhing; and, on the contrary, an unſucceſsful fiſhing month, is always amply compenſated by an exuberant *ſarana* harveſt. This article is variouſly employed in cookery. When roaſted in embers, it is a better ſubſtitute for bread than any thing the country produces.

When

When baked in an oven, and pounded, it ſupplies the place of flour and meal, and is mixed in all their ſoups, and many of their other diſhes. It is extremely nouriſhing, has a pleaſant bitter flavour, and may be eaten daily without cloying. We partook of theſe roots, boiled in the manner of potatoes, and found them very wholeſome and agreeable. This plant is alſo produced at Oonalaſhka, where the roots of it, in like manner, conſtitute a conſiderable part of their food.

Sweet Graſs is the name of the other plant alluded to; the botanical deſcription of which is, *Heracleum Sibericum foliis pinnatis, foliolis quinis, intermediis ſeſſilibus, corollulis uniformibus*, HORT. UPSAL. 65. It was in the month of May that we took particular notice of it, when it was about eighteen inches in height, ſtrongly reſembled ſedge, and was covered with a kind of white down, not unlike the hoar-froſt hanging upon it, and which might eaſily be rubbed off. The taſte of it is as ſweet as that of ſugar, though very hot and pungent. It has a hollow ſtalk, which conſiſts of three or four joints, with large leaves iſſuing from each. When this plant attains its full growth, it is about ſix feet in height. This plant was formerly a principal ingredient in cookery, amongſt the Kamtſchadales; but, ſince the country has been in the poſſeſſion of the Ruſſians, it has been chiefly appropriated to the purpoſe of diſtillation. It is gathered, prepared, and diſtill-

ed, in the following manner. Having cut the ſtalks which have leaves growing on them, and ſcraped the downy ſubſtance from their ſurface, they are placed in ſmall heaps till they begin to heat and ſmell. When dry, they are put into ſacks of matting, where they remain a few days, and are then gradually covered with a ſweet ſaccharine powder, which exſudes from the hollow of the ſtalk. Only a quarter of a pound of powder is obtained from thirty-ſix pounds of the plant, in this ſtate. The women who conduct this buſineſs, find it neceſſary to defend their hands with gloves, whilſt they are ſcraping the ſtalks, the rind being of ſo acrid a quality, as even to ulcerate the part it touches.

In this ſtate, the ſpirit is drawn from the plant, by the following proceſs. Bundles of it are ſteeped in hot water, and its fermentation promoted in a ſmall veſſel, with berries of the *gimoloſt*, or of the *golubitſa*; care being taken to cloſe the mouth of the veſſel, and to keep it in a warm place whilſt it continues to ferment; which is often to ſo violent a degree, as to agitate the veſſel which contains it, and occaſion a conſiderable noiſe. When this firſt liquor is drawn off, more hot water is poured on, and a ſecond made in the ſame manner. Both liquor and herbs are then put into a copper ſtill, and the ſpirit is drawn off in the uſual method. The liquor, thus prepared, is called by the natives *raka*, and has the ſtrength

of

of brandy. Seventy-two pounds of the plant, generally produce twenty-five pints of *raka*. According to Steller, the ſpirit diſtilled from this plant *unſcraped*, is very pernicious to health, and produces ſudden nervous diſorders.

Kraſcheninicoff mentions ſeveral other plants, from which decoctions are prepared; and which, when properly intermingled with their fiſh, make palatable diſhes. Such is the *kipri*, with which a pleaſant beverage is brewed; and, when this plant and the *ſweet-herb* are boiled together, in the proportion of one to five of the latter, and properly fermented, a ſtrong and excellent vinegar is obtained. The leaves are ſubſtituted for tea; and the pith, when dried, is introduced in many of their diſhes. He alſo mentions the *morkovai*, which is not unlike angelica; the *kotkorica*, the root of which is eaten green or dried; the *ikoum*, the *utchichlei*, and ſeveral others.

Before the Kamtſchadales were acquainted with fire arms, it is ſaid, they poiſoned their ſpears and arrows with a juice extracted from the root of the zgate; and that death was inevitable to every animal who had received a wound from them. The Tſchutſki are now reported to uſe the ſame drug, and for the very ſame purpoſe.

The materials of all the manufactures of Kamtſchatka, according to Kraſcheninicoff, are furniſhed by three plants. One of them is the *triticum radice perenni ſpiculis binis lanuginoſis*, which

which is exceedingly plenty along the coaſt. A ſtrong kind of matting is fabricated from the ſtraw of this graſs; which is uſed to cover their floors, as well as for bed-cloths, curtains, ſacks, and many other domeſtic purpoſes. Little bags and baſkets are alſo made of the ſame materials, and are applied to various uſes.

The *bolotnaia* grows in the marſhes, and reſembles *cyperoides*. It is gathered in the autumn, and is carded in the ſame manner as wool, with an inſtrument made of the bones of the ſea-ſwallow. With this manufacture their new-born infants are ſwathed, and it is uſed for a covering next the ſkin, after they ceaſe to be infants. A kind of wadding is alſo formed of it, which is uſed to give additional warmth to different parts of their clothing.

A vulgar well-known plant remains to be taken notice of, as being more eſſential to their ſubſiſtence than all which have been mentioned. It is the nettle; which, as neither hemp nor flax are produced in Kamtſchatka, ſupplies materials for their fiſhing nets; and on which their exiſtence principally depends. For this purpoſe, nettles are uſually cut down in Auguſt, and, after being hung in bundles under their balagans the remainder of the ſummer, they are manufactured like hemp. It is then ſpun into thread with their fingers, and twiſted round a ſpindle; after which,

ſeveral

ſeveral threads may be twined together, if the purpoſes for which it is deſigned requires it.

Many parts of this peninſula would probably admit of ſuch cultivation, as might contribute to the comfort and convenience of the inhabitants; yet, the number of wild animals it produces, muſt always be conſidered as its real riches; and no labour can be ſo productive of advantage, as what is employed upon their furrieries. And, next to theſe, the animals that ſupply them are to be conſidered. Theſe are the fox, the *zibeline*, or ſable; the ſtoat, or *ermine*; the *iſatis*, or arctic fox; the earleſs marmot; the varying hare; the weaſel; the glutton, or *wolverene*; the wild ſheep; rein-deer; bears; wolves; dogs.

The moſt general object of the chace are foxes, with which this country abounds, and among which are a variety of colours. The moſt common ſpecies is the ſame as the European, but their colours are more vivid and ſhining. Some are of a dark cheſnut, others have dark-coloured ſtripes; the bellies of ſome are black, when the other part of the body is of a light cheſnut. Some are black; others of a dark brown; others of a ſtone-colour; and ſome few are entirely white: the laſt, however, are very ſcarce. The quality of their fur is much ſuperior to that of the ſame animals in Siberia or America. Many artifices are put in practice by the hunters to deſtroy them. Traps of various kinds are prepared; ſome

ſome to fall upon them, others to ſecure them by the feet, and others to catch them by the head. Theſe are the moſt common methods of taking them; but they have many ingenious contrivances for catching them in nets. Poiſoned baits are alſo uſed, the *nux vomica* being generally employed for that purpoſe. Still, however, the animal preſerves his character for craftineſs and cunning, in all climates, and upon all occaſions.

Before the Kamtſchadales had any knowledge of the Ruſſians, who inſtructed them in the uſe of fire-arms, they carried bows and arrows to the chaſe; but, ſince that period, almoſt every man amongſt them is provided with a rifle-barrel gun; and, though he cannot uſe it with any extraordinary dexterity, he readily acknowledges its ſuperiority to the former inſtruments.

The Kamtſchatka ſables are much larger than thoſe of Siberia, and their fur is thicker and brighter; but thoſe in the neighbourhood of the rivers Olekma and Vitime, are of a finer black. The ſables of the Tigil and Ouka are ſaid to be the beſt in Kamtſchatka, a pair of theſe being frequently ſold for five pounds ſterling. The worſt are found in the ſouthern extremity.

A rifle-barrel gun, of a very ſmall bore, a net, and a few bricks, are the whole apparatus of the ſable hunters. With the firſt, they ſometimes ſhoot them, when they are ſeen on the trees; the net is uſed in ſurrounding the hollow trees, in

which they uſually take refuge when purſued; and the bricks are put hot into the cavities, in order to drive them out with the ſmoke.

For an account of the *iſatis*, or arctic fox, we muſt refer the reader to Mr. Pennant's Arctic Zoology; the ſkin of this animal is of little value. The varying hare is neglected on that account. They are very numerous, and always become perfectly white during the winter. In the beginning of May, we obſerved ſeveral of this colour, but they were ſo extremely ſhy, as not to ſuffer us to come within gun-ſhot.

The earleſs marmot, or mountain rat, is a beautiful creature, much ſmaller than a ſquirrel; and, like that animal, feeds upon roots and berries; ſitting upon its hind legs whilſt it eats, and holding the food to its mouth with the paws. Its ſkin is in high eſtimation among the Kamtſchadales; being warm, light, and of a bright ſhining hue. Like the plumage of ſome birds, when it is viewed in different lights, it appears to be of various colours.

The *ermine*, or ſtoat, is little regarded here, and conſequently not much attended to by the hunters, its fur being of a very ordinary kind. We obſerved ſeveral of theſe little creatures running about, and we purchaſed ſome of their ſkins, which were of a dirty yellow towards the belly, and the other parts were of a cloudy white. The weaſel is alſo neglected, and on the ſame account.

The

The ſkin of the *wolverene*, or glutton, on the contrary, is in the higheſt repute; a Kamtſchadale looking upon himſelf as moſt ſplendidly attired, when a ſmall quantity of this fur appears upon his garment. The women embelliſh their hair with its white pats, which is conſidered as the moſt ſuperlative piece of finery. In ſhort, a ſuperſtitious opinion obtains amongſt them, that the angels are clad with the ſkins of thoſe animals. This creature, it is ſaid, may be eaſily tamed, and inſtructed in a variety of entertaining tricks.

All the bears which we had an opportunity of ſeeing, were of a dun brown colour; they generally appear in a company of four or five together; and are frequently ſeen in the ſeaſon when the fiſh quit the ſea, and puſh, in great quantities, up the rivers. Fiſh is indeed their principal food. In the winter months they are ſeldom viſible. Of the ſkins of bears, warm mattreſſes and coverings for beds are made; together with comfortable bonnets, and gloves, and harneſs for the ſledges. The fleſh, eſpecially the fat, is held in great eſtimation.

The wolves appear only in the winter, when they are ſaid to prowl about in large companies, in purſuit of prey.

Rein-deer, both wild and tame, are found in many parts of the peninſula, but none in the neighbourhood of Awatſka. It is remarkable,

that the rein-deer have not been uſed, in this nation, for the purpoſes of carriage, as they are by their neighbours to the north and eaſt. The demands of the natives, in their preſent ſtate, are indeed ſufficiently ſupplied by their dogs; and the breed of Ruſſian horſes will probably ſupply any future neceſſities of the country. But, as the uſe of dogs, in a great degree, precludes them from the advantage of rearing other domeſtic animals, it appears very extraordinary, that they ſhould not have preferred an animal ſo much more powerful and gentle.

The wild mountain ſheep, or *argali*, is in great plenty here; an animal unknown in Europe, except in Corſica and Sardinia. Its ſkin reſembles that of the deer's, but it nearer approaches the goat, in its gait and general appearance. Its head is adorned with two large twiſted horns, which, when the animal is at full growth, ſometimes weigh from twenty-five to thirty pounds; and are reſted on the creature's back when it is running. Theſe animals are remarkably ſwift and active, frequent only the moſt craggy and mountainous parts, and traverſe the ſteepeſt rocks with an aſtoniſhing agility. Of their horns, ſpoons, cups, and platters, are fabricated by the natives, who often have one of the latter hanging to a belt, ſerving them to drink out of, when on their hunting expeditions. This is a gregarious animal.

mal. It is extremely beautiful, and its fleſh is ſweet and delicately flavoured.

The dogs of this country, as already obſerved, reſemble the Pomeranian in mean and figure; but they are larger, and the hair is conſiderably coarſer. Their colours are various, but that which moſt prevails is a light dun, or a pale dirty yellow. The poor animals are all turned looſe, about the latter end of May, and are obliged to ſhift for themſelves till the enſuing winter; but never fail to return to their reſpective homes, when the ſnow begins to make its appearance. In the winter, their food conſiſts wholly of the head, back-bones, and entrails of ſalmon; which are preſerved and dried for that purpoſe; and, even with this food, they are very ſcantily ſupplied. The dogs muſt certainly be very numerous, no leſs than five being yoked to a ſingle ſledge, and only one perſon carried in each ſledge. In our journey to Bolcheretſk, we had occaſion for one hundred and thirty-nine, at the two ſtages of Karatchin and Natcheekin. It is obſervable too, that bitches are never employed in this buſineſs, nor dogs that have been caſtrated. The whelps are trained to the draft, by being faſtened to ſtakes with leathern thongs, which are elaſtic, and having their food placed beyond their reach; and thus, by continually pulling and labouring to obtain a repaſt, they acquire ſtrength and a

habit of drawing; both of which are eſſentially neceſſary for their deſtined occupation.

Almoſt every kind of northern ſea-fowl, frequent the coaſt and bays of Kamtſchatka; and, among others, the ſea-eagles, but not in great plenty, as at Oonalaſhka. The inland rivers are plentifully ſtored with various ſpecies of wild ducks; one of which, called by the natives *a-an-gitche*, has a moſt beautiful plumage. Its cry is equally ſingular and agreeable.

Another ſpecies is called the mountain duck, which, according to Steller, is peculiar to Kamtſchatka. The plumage of the drake is ſingularly beautiful. A variety of other water fowl were ſeen, which, from their magnitude, appeared to be of the wild gooſe kind.

We obſerved, in paſſing through the woods, ſome eagles of a prodigious ſize, but of what ſpecies we could not poſſibly determine. There are ſaid to be three different kinds. The firſt is the black eagle, with a white head, tail, and legs; the eaglets of which are perfectly white. The ſecond is improperly called the white eagle, though, in reality, it is of a light grey. The third is the ſtone-coloured eagle, which is a very common ſort. There are great numbers of the hawk, falcon, and buſtard kind in this peninſula.

Woodcocks, ſnipes, and grouſe, are alſo found here. Swans are very numerous, and generally make a part of the repaſt at all public entertainments.

ments. The vaſt abundance of wild fowl, in this country, was ſufficiently manifeſt from the many preſents we received, conſiſting frequently of twenty brace at a time.

We ſaw no amphibious animals on the coaſt, except ſeals, which were extremely plenty about the bay of Awatſka. The others were, at that time, purſuing the ſalmon, that were aſcending the rivers in large ſhoals. Some of them, it is ſaid, follow the fiſh into freſh water, and frequent all the lakes which have a communication with the ſea.

Th ſea-otters found here, and thoſe which we met with at Nootka Sound, are exactly the ſame; and have already been particularly deſcribed. They were formerly in great abundance here; but, ſince the Ruſſians have opened a trade with the Chineſe for their ſkins, where they bear a price ſuperior to any other kind of fur, the hunters have been induced to be ſo indefatigable in the purſuit of them, that very few remain in the country. They are ſtill found amongſt the Kurile Iſlands, though the number is inconſiderable; but they are ſuperior in quality to thoſe of Kamtſchatka or Nootka Sound. It is ſaid, that hardly a ſea-otter is now to be found on Mednoi and Beering's Iſland; though Muller informs us, that they were exceedingly plentiful in his time.

A great variety of amphibious ſea-animals, are mentioned by the Ruſſian voyagers as frequenters

of theſe coaſts; but, as we ſaw no other kinds, this was probably the ſeaſon of their migration.

Fiſh is certainly the ſtaple article of food among the inhabitants of this peninſula; who cannot poſſibly derive any conſiderable part of their ſuſtenance either from agriculture or cattle. The ſoil, indeed, affords ſome wholeſome roots, and every part of the country produces great quantities of berries; but theſe alone could not poſſibly ſupport the inhabitants; though they are extremely ſalutary, as being proper correctives of the putreſcent quality of their principal diet, dried fiſh. In ſhort, fiſh may here be called the ſtaff of life, with more propriety than bread in any other country; for neither the inhabitants, nor their domeſtic animals of the canine ſpecies, could poſſibly exiſt without it.

Whales are frequently ſeen in this country, and, when taken, ſerve for a variety of uſes. Of the ſkins, the inhabitants make the ſoles of their ſhoes, and belts and ſtraps for many other purpoſes. The fleſh is eaten, and the fat is preſerved for culinary uſes, and feeding their lamps. The whiſkers are highly ſerviceable for ſewing the ſeams of their canoes; nets are alſo made of them for the larger kind of fiſh, and they ſhoe their ſledges with the under jaw-bones. Knives are formed from many of their bones; and the chains, which faſten the dogs together, were formerly made of the ſame materials, though iron

ones

ones are now generally uſed. After cleaning their inteſtines, drying them, and blowing them like bladders, they depoſit their oil and greaſe in them; and they make excellent ſnares of their nerves and veins; in ſhort, there is no part of the whale that is not uſeful in this peninſula.

We caught abundance of fine flat fiſh, trout, and herrings, from about the middle of May, till the 24th of June, the time of our departure. At one hawl, on the 15th of May, we dragged out upwards of three hundred flat-fiſh, beſides a conſiderable quantity of ſea-trout. The former are firm and well-flavoured, ſtudded with prickly knobs upon the back, like turbot, with dark brown ſtreaks, extending from the head towards the tail. The firſt herring ſeaſon commences about the latter end of May. They viſit the coaſt in large ſhoals, but continue there no conſiderable time. They quitted the bay before we ſailed out of it the firſt time, but were returning in October. It has already been remarked, that the herrings here were excellent, and that many of our empty caſks were filled with them. Large quantities of extremely fine cod were taken, ſome of which were alſo ſalted: and we caught, at different times, conſiderable quantities of ſmall fiſh, which had the appearance of ſmelts.

But, notwithſtanding this abundance of fiſh above-mentioned, it is on the ſalmon fiſhery alone that the inhabitants depend for their winter ſuſtenance.

ſuſtenance. On this coaſt, all the ſpecies of theſe that are known to exiſt, are ſaid to be found; and which were formerly characterized by the different times of their aſcending the rivers. It is alſo reported that, though ſhoals of different ſorts are ſeen floating up the rivers at the ſame time, they avoid mixing with each other; that they never fail to return to the river in which they were bred, but not till the third ſummer; that they never live to regain the ſea; that particular ſpecies frequent certain rivers, and are not to be found in others, though the ſea receives them nearly at the ſame place.

About the middle of May, the firſt ſhoals of ſalmon enter the mouth of the Awatſka. This kind is called *tchavitſi*, by the Kamtſchadales, and is the largeſt and moſt eſteemed. Three feet and a half is their uſual length; and they are more than proportionally deep; their average weight being from thirty to forty pounds. The back is of a dark blue colour, with black ſpots, and the tail is perfectly ſtraight. In all other reſpects, they reſemble our common ſalmon. They ſwim with ſuch velocity along the river, that the water is greatly agitated by their motion; and the natives, who are ever on the watch for them at their accuſtomed time, are convinced of their approach by this circumſtance, and drop their nets immediately before them. One of the firſt that was taken was preſented to us, but not

without acquainting us that it was the higheſt compliment they could poſſibly confer upon us. We are informed, by Kraſcheninicoff, that it was formerly the cuſtom, among the Kamtſchadales, to eat the firſt fiſh they caught, in the midſt of great rejoicings, accompanied with many ſuperſtitious ceremonies; and that, after they became ſubjects of Ruſſia, it was long a matter of contention between them who ſhould be entitled to the firſt. Their fiſhing ſeaſon, for this ſpecies, begins about the middle of May, and continues till the end of June.

There is a ſmaller ſort of ſalmon, weighing from about eight to fifteen pounds, known by the name of the red fiſh, which aſſemble in the bays, and at the mouths of the rivers, early in the month of June. From this time till towards the end of September, vaſt quantities of them are taken upon the eaſtern and weſtern coaſts, where the ſea receives any freſh water; and alſo up the rivers, almoſt to their very ſource. Their method of catching them in the bay of Awatſka, is as follows: One end of the net is faſtened to a large ſtone at the ſide of the water, after which they puſh off about twenty yards in a canoe, dropping their net as they proceed; then they turn, and extend the other part of the net in a line parallel to the ſhore. Thus prepared, they carefully conceal themſelves in the boat, looking earneſtly for the fiſh, which uſually hover about the

the ſhore, and whoſe approach is known by a rippling in the water, till they have proceeded beyond the boat. At that inſtant, they ſhoot the canoe to ſhore, and are almoſt certain of incloſing their prey. One of theſe nets is generally hawled by two men, with as much facility as our ſeines are managed by a dozen, though our's are much ſmaller. We had very indifferent ſucceſs with our own method of hawling; but, after receiving ſome friendly inſtructions from the Kamtſchadales, we were as ſucceſsful as they were. Their mode of fiſhing in the rivers, is to ſhoot one net acroſs, and hawl another to it down the current.

All the lakes which communicate with the ſea, abound with fiſh which have much the appearance of ſalmon, and uſually weigh about five or ſix pounds. The natives, we underſtand, did not think it worth their labour to catch them. Theſe lakes being generally ſhallow, the fiſh became an eaſy prey to the bears and dogs, in the ſummer ſeaſon; and, from the quantities of bones appearing upon the banks, vaſt numbers of them ſeem to have been devoured.

The natives dry the principal part of their ſalmon, and ſalt but very little of it. They cut a fiſh into three pieces; they take off the belly-piece firſt, and then a ſlice along each ſide of the back-bone. The belly-piece, which is eſteemed the beſt, is dried and ſmoked; the other ſlices are

are dried in the air, and either eaten whole as a ſubſtitute for bread, or pulverized for paſte and cakes. The head, tail, and bones, are dried and preſerved for their dogs.

Animals found in Kamtschatka.

Argali, ibex, rein, wolf, dog, arctic fox, European fox, polar bear, in the frozen ſea only, bear, wolverene, common weaſel, ſtoat, ſable, common otter, ſea otter, varying hare, alpine hare, earleſs marmot, bobak marmot, water rat, common mouſe, œconomic mouſe, red mouſe, ichelag mouſe, fœtid ſhrew, walrus, common ſeal, great ſeal, leporine ſeal, harp ſeal, rubbon ſeal, urſine ſeal, leonine ſeal, whale-tailed manati. Kamtſchatka had no domeſtic animals, till the Ruſſians introduced them.

Birds found in Kamtschatka.

Land Birds.

Sea eagle, cinereous eagle, white-headed eagle, crying eagle, oſprey, peregrine falcon, goſhawk, eagle owl, ſnowy owl, raven, magpie, nutcracker, cuckoo, wryneck, nuthatch, white grous, wood grous, water ouzel, fieldfare, redwing thruſh, Kamtſchatkan, green-finch, golden bunting, leſſer red-headed linnet, dun fly-catcher, ſky-lark, wood lark, white wagtail, yellow wagtail, Tſchutſki wagtail, yellow wren, redſtart, long-billed, ſtapazina, Awatſka, marſh titmouſe, chim-

ney-

ney-ſwallow, martin, ſand-martin, European goat-ſucker.

Water Fowl.

Cloven-footed Water Fowl.

Great tern, Kamtſchatkan, black-headed gull, kittiwake gull, ivory gull, arctic gull, tarrock, red-legged, fulmar petrel, ſtormy petrel, kurile petrel, blue petrel, gooſander merganſer, ſmew, whiſtling ſwan, great gooſe, Chineſe gooſe, ſnow gooſe, brent gooſe, eider duck, black duck, velvet duck, ſhoveler, golden eye, harlequin, mallard, pintail, long-tailed, mouillon, ſhield-rake, tufted, falcated, garganey, teal, corvorant, red-faced corvorant, crane, curlew, whimbrel, common ſand-piper, gambet, golden plover, pied oyſter-catcher.

Fowl with pinnated Feet.

Plain phalarope.

Fowls with webbed Feet.

Wandering albatroſs, razor-bill auk, puffin, antient, pigmy, tufted, parroquet, creſted, duſky, fooliſh guillemot, black guillemot, imber diver, ſpeckled diver, red-throated diver.

CHAP.

CHAP. VII.

Continuation of the general Account of Kamtſchatka —Its Inhabitants conſiſt of three Sorts—Conjectures on their Origin and Deſcent—Kamtſchadales diſcovered by the Ruſſians—Atlaſſoff makes the Inhabitants tributary—He is diſgraced, and afterwards reſtored—The Kamtſchadales revolt—Great Havock made among them by the Small-Pox—The Ruſſian Government eſtabliſhed in this Country mild and equitable—No Offence puniſhable with Death—The Ruſſian Commerce in Kamtſchatka—Habitations — Dreſs — Account of the Kurile Iſlands, &c.

THE inhabitants of Kamtſchatka may be ſaid to conſiſt of three ſorts. The Kamtſchadales; the Ruſſians, and Coſſacks; and a mixture produced by their intermarriages. We are informed by Mr. Steller, who was long reſident in this country, and who was indefatigable in endeavouring to acquire knowledge on this ſubject, that the Kamtſchadales are people of remote antiquity, and have inhabited this peninſula for many ages; and that they doubtleſs deſcended from the Mungalians: though ſome have imagined they ſprang from the Tonguſian Tartars, and others from the Japaneſe.

He endeavours to ſupport theſe opinions by the following arguments. That they have no tradi-

tio

tion among them of their having migrated from any other country; that they believe they were created on this particular ſpot, by their great god Koutkou, who prefers them to all his other creatures: that they are the happieſt of beings; and that their country far ſurpaſſes any other; affording means of gratification which cannot be obtained in other regions. Further to ſupport his opinions, he ſays, that they are perfectly acquainted with all the plants which the peninſula produces, their qualities, and their ſeveral uſes; a ſpecies of knowledge of too extenſive a nature to be acquired in a ſhort time: that their inſtruments and utenſils are totally different from thoſe of any other nation; and are made ſo inimitably neat and dexterous, as to be a ſatisfactory demonſtration that they were invented by themſelves, and muſt have been long in arriving at ſuch a pitch of perfection: that before the Ruſſians and Coſſacks came amongſt them, they had not the moſt diſtant knowledge of any people, except the Koreki: that, till very lately, they had not the ſmalleſt intercourſe with the Kuriles, and ſtill later that they had any knowledge of the Japaneſe; that being acquired by means of a veſſel which was ſhipwrecked on their coaſt: and, he further adds, that, when the Ruſſians firſt got a footing in the country, they found it extremely populous.

He ſuppoſes them to be deſcended from the Mungalians, from the words in their language having ſimilar terminations to thoſe of the Mungalian Chineſe; and that, in both languages, the ſame principle of derivation is preſerved: that they are generally ſhort, their complexions ſwarthy, the face broad, the noſe ſhort and flat, the eyes ſmall and ſunk, the legs ſmall, and they have many other peculiarities which are to be obſerved among the Mungalians. He therefore concludes, that they fled to this peninſula for ſafety from the rapacity of the eaſtern conquerors; as the Laplanders and others retreated to the extremities of the north, from the advances of the Europeans.

The Ruſſians, having made themſelves maſters of that vaſt extent of coaſt of the frozen ſea, eſtabliſhed poſts and colonies, and appointed commiſſaries to explore and ſubject the countries ſtill farther to the eaſt. They ſoon diſcovered that the wandering Koriacs inhabited part of the coaſt of the ſea of Okotſk, and they found no difficulty in making them tributary. Theſe being at no great diſtance from the Kamtſchadales, with whom they had frequent intercourſe, a knowledge of Kamtſchatka muſt naturally follow.

To Feodot Alexeieff, a merchant, the honour of the firſt diſcovery is attributed, about the year 1648. That, being ſeparated from ſeven other veſſels by a ſtorm, he was driven upon the coaſt of Kamtſchatka, where he and his com-

panions remained a whole winter, but they were afterwards cut off by the Koriacs. This was corroborated, in ſome degree, by Simeon Deſhneff, who was commander of one of the ſeven veſſels, and was driven on ſhore near the mouth of the Anadir. But, as theſe diſcoverers (if they really were ſo) did not live to relate what they had diſcovered, a coſſack, named Volodimir Atlaſſoff, is the firſt acknowledged diſcoverer of Kamtſchatka.

He was ſent, in 1697, in the capacity of commiſſary, from fort Jakutſk to the Anadirſk, with directions to call in the Koriacs to his aſſiſtance, in order to diſcover, and make tributary, the countries beyond theirs. With ſixty Ruſſian ſoldiers, and as many coſſacks, he penetrated, in the year 1699, into the heart of the peninſula, and gained the Tigil. In his progreſs he levied a tribute upon furs, and proceeded to the river Kamtſchatka, on which he built an *oſtrog*, now called Verchnei; and, leaving a garriſon of ſixteen coſſacks, returned, in the year 1700, to Jakutſk, with vaſt quantities of valuable tributary furs. Theſe he very judiciouſly accompanied to Moſcow, and was rewarded for his ſervices by the appointment of commander of the fort of Jakutſk; and, at the ſame time, received orders to return to Kamtſchatka, with a reinforcement of a hundred coſſacks, ammunition, and whatever might conduce to the completion and ſettle-

ment of his new diſcoveries. Proceeding, with his force, towards the Anadirſk, he perceived a bark on the river Tunguſka, which proved to be laden with Chineſe merchandize. He immediately pillaged this veſſel, in conſequence of which the owners remonſtrated to the Ruſſian court; he was ſeized on at Jakutſk, and conducted to a priſon.

All this time Potop Serioukoff, whom Atlaſſoff had left, enjoyed the quiet poſſeſſion of the garriſon of Verchnei; and, though his corps was too inconſiderable to enforce the payment of a tribute from the inhabitants, yet he had the addreſs and management to traffic with them as a merchant, on very advantageous terms. His conciliating diſpoſition ſo far gained him the eſteem of the natives of Kamtſchatka, that they lamented his departure, when he ſet off to return to the Anadirſk. He and his party were, however, attacked by the Koriacs, and unfortunately cut off in the year 1703. Several other commiſſaries were ſucceſſively ſent into Kamtſchatka, during the diſgrace and trial of Atlaſſoff.

Atlaſſoff was reſtored to his command in 1706, and entruſted with the management of a ſecond expedition into Kamtſchatka, after having received inſtructions to ingratiate himſelf into the favour of the natives by all peaceable and amicable means; but, on no conſideration, to have recourſe to compulſive meaſures; but, ſo far from

paying any attention to theſe inſtructions, he rendered the natives extremely hoſtile to their new governors, by repeated acts of cruelty and injuſtice; and even alienated the affections of his own people, inſomuch that it created a mutiny of the coſſacks, who demanded a new commander.

The coſſacks, having ſucceeded in diſplacing Atlaſſoff, took poſſeſſion of his effects; and having taſted the ſweets of plunder, and living without diſcipline or controul, his ſucceſſors were unable to reduce them to order and ſubjection. No leſs than three ſucceſſive commanders were aſſaſſinated. From that period, to the grand revolt of the Kamtſchadales in 1731, the hiſtory of this country preſents an unvaried detail of revolts, maſſacres, and murders, in every part of the peninſula.

This revolt was principally occaſioned by the diſcovery of a paſſage from Okotſk, to the river Bolchoireka, made by Coſmo Sokoloff. The Ruſſians, before this period, could enter this country only on the ſide of the Anadirſk; which afforded frequent opportunities to the natives of plundering the tribute, as it was conveyed out of the peninſula by ſo long a journey. But, when this communication was diſcovered, the tribute could be exported with ſpeed and ſafety; and troops and military ſtores might now be imported into the very heart of the country. The natives were

were convinced that this circumſtance would give the Ruſſians ſo great an advantage over them, as muſt very ſhortly confirm their dominion; and therefore they immediately reſolved to make one grand effort for their liberty.

Beering had, at this time, a ſmall ſquadron on the coaſt, and had diſpatched what troops could be ſpared from the country, to join Powloutſki, in an expedition againſt the Tſchutſki. The time determined on, therefore, for carrying their plan into execution, was when Beering ſhould have ſet ſail. This was certainly a well-choſen opportunity; and it is matter of aſtoniſhment, that, notwithſtanding this conſpiracy was ſo general that every native is ſaid to have had his ſhare in it, the whole was conducted with ſuch ſecrecy, that the Ruſſians had no ſuſpicion that any hoſtile meaſures were meditating againſt them.

They were equally judicious in planning their other operations. A ſtrong body was in readineſs to prevent any communication with the fort Anadirſk, and detached parties were ſcattered on the eaſtern coaſt, in order to ſeize any Ruſſians that might accidentally arrive from Okotſk. Things were thus ſituated, when Cheekhaerdin, (who was then commiſſary) was eſcorted by the troops of the fort, with his tribute, from Verchnei to the mouth of the river Kamtſchatka, where a

veſſel was to remove it, and convey it to the Anadir.

It was further reſolved on, that the revolt ſhould not commence, till this veſſel ſhould be out at ſea; and ſuch reſolution was communicated to the different chiefs. In conſequence of which, the moment ſhe diſappeared, a moſt dreadful maſſacre began. Every Ruſſian and Coſſack that could be found, was immediately put to death, and their habitations were reduced to aſhes. A large party of them aſcended the river Kamtſchatka, took poſſeſſion of the fort and *oſtrog*, which had juſt been quitted by the commiſſary, and ſlew all that were in it; and all the buildings were conſumed by fire, the fort and church only excepted. Here they received information, that the Ruſſian veſſel which had got the commiſſary on board, was ſtill remaining on the coaſt, and therefore reſolved to defend themſelves in the fort.

Fortunately the veſſel was driven back to the harbour; for, had ſhe proſecuted her voyage, the utter extirpation of the Ruſſians muſt have enſued. The Coſſacks, on their landing, finding that their wives and children had been murdered, and their habitations conſumed by fire, were enraged almoſt to madneſs. They proceeded immediately to the fort, and attacked it moſt furiouſly; the natives defending it with equal reſolution. The powder magazine at length took fire,

fire, the fort was blown up, and, with it, almoſt every man that was in it. Various rencounters and aſſaſſinations ſucceeded this event; till, at length, two of the leaders being ſlain, and another (firſt diſpatching his wife and children) having put a period to his own exiſtence, peace was again eſtabliſhed. From that period, no particular diſturbances happened till 1740, when a few Ruſſians were ſlain in a tumult, but no farther conſequences enſued; and every thing has ſince gone on very peaceably, excepting the inſurrection at Bolcheretſk, which has been already mentioned.

Though a great many of the inhabitants were loſt, in quelling the rebellion of 1731, the country had afterwards recovered itſelf, and was become as populous as ever in 1767; when the ſmall-pox was, for the firſt time, introduced among them, by a ſoldier from Okotſk. It broke out with much fury, and was as dreadful in its progreſs as the plague; ſeeming almoſt to threaten their entire extirpation. Twenty thouſand were ſuppoſed to have died by this filthy diſorder in Kamtſchatka, the Kurile iſlands, and the Koreki country. The inhabitants of whole villages were ſometimes ſwept away; of which ſufficient proof remains. There are eight *oſtrogs* about the bay of Awatſka, which we were told had been completely inhabited, but now they are all become deſolate, except St. Peter and St. Paul; and only ſeven Kamtſ-

chadales, who are tributary, reſide in that. At the *oſtrog* of Paratounca, no more than thirty-ſix native inhabitants remain, including men, women, and children; though it contained three hundred and ſixty, before it was viſited by the ſmall-pox. We paſſed no leſs than four extenſive *oſtrogs*, in our journey to Bolcheretſk, which had not a ſingle inhabitant in either of them. The number of the natives is now ſo much diminiſhed, and ſo many Ruſſians and Coſſacks are continually pouring in upon them, and intermixing with them by marriage, that, it is probable, very few of them will be left, in leſs than half a century. We were informed by Major Behm, that thoſe who at this time pay tribute, do not exceed three thouſand, including the Kurile iſlanders.

The number of military in the five forts of Nichnei, Verchnei, Tigil, Bolcheretſk, and St. Peter and St. Paul, are about four hundred, including Ruſſians and Coſſacks. Nearly the ſame number are ſaid to be at Ingiga; which, though in the north of the peninſula, is under the commander of Kamtſchatka. The Ruſſian traders and emigrants are not very conſiderable.

The government eſtabliſhed over this country by the Ruſſians, conſidered as a military one, is remarkably mild and equitable. The natives are ſuffered to elect their own magiſtrates in their own mode, who exerciſe the ſame powers they have ever been accuſtomed to. One of theſe, called

called a *Toion*, preſides over each *oſtrog*, to whom all differences are referred; and who awards fines and puniſhments for all offences and miſdemeanors; referring to the governor of Kamtſchatka, thoſe which are the moſt intricate and enormous, not chooſing to decide upon them himſelf. The *Toion* alſo appoints a civil officer under him, called a corporal, who aſſiſts him in his duty, and officiates for him in his abſence.

An edict has been iſſued by the empreſs of Ruſſia, that no offence ſhall be puniſhable with death. But we are told, that, in caſes of murder (which rarely happens here) the *knout* is inflicted with ſuch ſeverity, that the offender ſeldom ſurvives the puniſhment.

In ſome diſtricts, the only tribute that is exacted, is a fox's ſkin; in others, a ſable's; and, in the Kurile iſles, a ſea otter's; but, as the latter is conſiderably more valuable, the tribute of ſeveral perſons is paid with a ſingle ſkin. The tribute is collected by the *Toions*, in the different diſtricts, and is ſo inconſiderable, as hardly to be conſidered in any other light, than as an acknowledgment of the Ruſſian dominion over them.

The Ruſſians are not only to be commended for the mildneſs of their government, but are alſo entitled to applauſe for their ſucceſsful endeavours in converting the natives to Chriſtianity; there being now but very few idolaters remaining among them. If we form a judgment of the other

other miſſionaries, from the benevolent paſtor of Paratounca, more ſuitable perſons could not poſſibly be engaged in this buſineſs. It may be neceſſary to obſerve, that the religion inculcated here, is that of the Greek church. In many of the *oſtrogs*, free-ſchools are eſtabliſhed, for the inſtruction of the natives and Coſſacks in the Ruſſian language.

The articles exported from this country, conſiſt entirely of furs, and this buſineſs is principally conducted by a company of merchants, appointed by the empreſs. Twelve was the number of them originally, but three have ſince been added to them. Beſides certain privileges allowed them, they are diſtinguiſhed by wearing a gold medal, expreſſive of the empreſs's protection of the fur trade. There are other inferior traders, chiefly Coſſacks, in different parts of the country. Whilſt the principal merchants remain here, they reſide either at Bolcheretſk, or the Niſhnei *oſtrog*; the trade centering entirely in thoſe two places. This buſineſs was formerly carried on wholly in the way of barter, but every article is at preſent purchaſed with ready money, no inconſiderable quantity of ſpecie being circulated in that wretched country. The furs produce a high price; and the natives, from their mode of life, require few articles in return. Our ſailors brought a quantity of furs from the coaſt of America, and were both pleaſed and aſtoniſhed on receiving ſuch

ſuch a quantity of ſilver for them from the merchants; but, as they could not purchaſe gin or tobacco with it, or any thing elſe that would afford them any degree of entertainment, the roubles were ſoon conſidered as troubleſome companions, and they were frequently employed in kicking them about the deck. Our men received thirty roubles of a merchant, for a ſea-otter's ſkin, and in the ſame proportion for others; but, underſtanding they had great quantities to diſpoſe of, and perceiving that they were unacquainted with traffic, he afterwards procured them at a much cheaper rate.

European articles are the principal that are imported, but they are not ſolely confined to Ruſſian manufactures. They come from England, Holland, Siberia, Bucharia, the Calmucks, and China. They chiefly conſiſt of coarſe woollen and linen cloths, ſtockings, bonnets, and gloves; thin Perſian ſilks, pieces of nankeen, cottons, handkerchiefs, both of ſilk and cotton; iron ſtoves, braſs and copper pans, files, guns, powder and ſhot; hatchets, knives, looking-glaſſes, ſugar, flour, boots, &c. We ſaw many of theſe articles in the poſſeſſion of one of the merchants, who came from Okotſk in the empreſs's galliot. Theſe commodities, we obſerved, ſold for three times the ſum they might have been purchaſed for in England. And, notwithſtanding the merchants have ſo extravagant a profit upon theſe imported goods,

goods, they receive ſtill a greater advantage from the ſale of the furs at Kiachta, a conſiderable market for them on the frontiers of China. In Kamtſchatka, the beſt ſea-otter ſkins uſually produce about thirty roubles a-piece; at Kiachta, the Chineſe merchant gives more than double that price, and diſpoſes of them again at Pekin for a much greater ſum; after which, an additional profit is made of many of them at Japan. If, then, the original value of a ſkin at Kamtſchatka is thirty roubles, and it is afterwards tranſported to Okotſk, thence by land thirteen hundred and ſixty-four miles to Kiachta, thence ſeven hundred and ſixty miles to Pekin, and after that to be tranſported to Japan, what a lucrative trade might be eſtabliſhed between Kamtſchatka and Japan, which is not above three weeks ſail from it, at the utmoſt?

Furs of all kinds, exported from Kamtſchatka acroſs the ſea of Okotſk, pay ten *per cent.* duty, and ſables twelve. And merchandiſe, of all denominations, imported from Okotſk, pay a duty of half a rouble for every pood, which is thirty-ſix Engliſh pounds.

The export and import duties are paid at Okotſk; but the tribute which is collected at Bolcheretſk, amounts to the annual ſum of ten thouſand roubles, as we were informed by Major Behm.

Six

Six veſſels, of the burthen of forty or fifty tons, are employed by the empreſs of Ruſſia, between Okotſk and Bolcheretſk; five of them are occupied in tranſporting ſtores, &c. from Okotſk to Bolcheretſk, except that ſome of them go to Awatſka and the Kamtſchatka river, once in the ſpace of two or three years; the ſixth anſwers the purpoſe of a packet-boat, and is always equipped and in readineſs to convey diſpatches. About fourteen veſſels are alſo employed by the merchants in the fur trade, amongſt the iſlands to the eaſt. In the harbour of St. Peter and St. Paul, we ſaw one of theſe frozen up, which was to ſail to Oonalaſhka when the ſeaſon would permit.

It may be neceſſary to obſerve, that the principal and moſt valuable part of the fur trade, lies among the iſlands between Kamtſchatka and America. Beering firſt diſcovered theſe in 1741, and as they were found to abound with ſea-otters, the Ruſſian merchants ſought anxiouſly for the other iſlands ſeen by that navigator, ſouth-eaſt of Kamtſchatka, named in Muller's map the iſlands of St. Abraham, Seduction, &c. They fell in with no leſs than three groups of iſlands, in theſe expeditions. The firſt, about fifteen degrees eaſt of Kamtſchatka; another, twelve degrees eaſt of the former; and the third, Oonalaſhka, and the neighbouring iſlands.

Theſe mercantile adventurers alſo proceeded as far as Shumagin's Iſlands, of which Kodiak is the largeſt.

largeſt. But here they met with ſo warm a reception, for attempting to compel the payment of a tribute, that they never ventured ſo far again. The three groups before-mentioned, however, were made tributary. The whole ſea between Kamtſchatka and America is, according to the Ruſſian charts, covered with iſlands; for, as thoſe who were engaged in theſe expeditions, frequently fell in with land, which they ſuppoſed did not tally with the ſituation laid down by preceding adventurers, they immediately ſuppoſed it to be a new diſcovery, and reported it accordingly on their return; and, as theſe veſſels were uſually out three or four years, and ſometimes longer, ſuch miſtakes could not immediately be rectified. It is pretty certain, however, that only thoſe iſlands which have been enumerated, have been diſcovered in that ſea, by the Ruſſians, ſouth of 60° latitude.

The ſea-otter ſkins, which are certainly the moſt valuable article in the fur trade, are principally drawn from theſe iſlands; which being now under the Ruſſian dominion, the merchants have factors reſiding in ſettlements there, for the ſole purpoſe of bartering with the natives. To extend this trade, an expedition was fitted out by the admiralty of Okotſk, to make diſcoveries to the north and north-eaſt of the above-mentioned iſlands, and the command of it given to Lieutenant Synd. But, as this gentleman directed his courſe too far north,

Cook's Voyage, Octavo.

north, he did not ſucceed in the object of his voyage; for, as we never found a ſea-otter north of Briſtol bay, they, perhaps, avoid thoſe latitudes where large amphibious ſea-animals are numerous. The Ruſſians have not ſince undertaken any expedition for making diſcoveries to the eaſtward; but they will, probably, make an advantageous uſe of our diſcovery of Cook's river. Notwithſtanding the general intercourſe between the natives, the Ruſſians, and Coſſacks, the former are as much diſtinguiſhed from the latter by their habits and diſpoſition, as by their features and general figure.

The perſons of the natives having already been deſcribed, we ſhall only add, that, in their ſtature, they are below the common height, which Major Behm attributes to their marrying ſo very early; both ſexes uſually engaging in the conjugal ſtate at thirteen or fourteen years of age. They are exceedingly induſtrious, and may be properly contraſted with the Ruſſians and Coſſacks, who frequently intermarry with them, apparently, for no other reaſon, but that they may be ſupported in lazineſs and ſloth. To this inactivity may be attributed thoſe ſcorbutic complaints, which moſt of them are dreadfully afflicted with; whilſt the natives, who exerciſe in the open air, entirely eſcape them.

Their habitations conſiſt of three diſtinct ſorts; their *jourts*, *balagans*, and *log-houſes*, which are here

here called iſbas; they inhabit the firſt in the winter, and the ſecond in the ſummer; the third are introduced by the Ruſſians, wherein only the wealthier people reſide. The *jourts* are thus conſtructed. A kind of oblong ſquare is dug about ſix feet deep in the earth; the dimenſions muſt be proportioned to the numbers who are to inhabit it, for it is uſual for ſeveral to live together in the ſame *jourt*. Strong wooden poſts, or pillars, are faſtened in the ground, at equal diſtances from each other, on which the beams intended to ſupport the roof are extended; which is formed by joiſts, one end of which reſt upon the ground, and the other on the beams. Between the joiſts, the interſtices are filled up with wicker work, and turf is ſpread over the whole. The external appearance of a *jourt*, reſembles a round ſquat hillock. A hole, ſerving for a chimney, window, and door, is left in the center, and the inhabitants go in and out by the aſſiſtance of a long pole, having notches deep enough to afford a little ſecurity for the toe. On the ſide, and even with the ground, there is another entrance, appropriated to the uſe of the women; but if a man paſſes in or out of this door, he becomes as much an object of ridicule, as a ſailor who deſcends through lubber's hole.

A *jourt* conſiſts of one apartment, forming an oblong ſquare. Broad platforms, made of boards, are extended along the ſides, at the height of about

STEMMER and WEAVER HABITATIONS in KAMTSCHATKA.

Cook's Voyage, Octavo Edition.

about ſix inches from the ground; which ſerve them for ſitting on, and on which they repoſe; firſt taking care to cover them with mats and ſkins. The fire-place is on one ſide, and, on the other, their proviſions and culinary utenſils are ſtowed. When they make entertainments, the compliment is conſidered in proportion to the heat of the *jourts*; the hotter they are made, the more gracious is the reception of the gueſts conſidered. We always found them ſo extremely hot as to be intolerable. They generally retire to their *jourts* about the middle of October, and continue in them till the month of May is more than half expired.

To erect a *balagan*, nine poſts are fixed into the earth, in three regular rows, at equal diſtances from each other, to the height of about twelve or thirteen feet from the ſurface. About ten feet from the ground, rafters are laid from poſt to poſt, and ſecurely faſtened by ſtrong ropes. The joiſts are laid upon theſe rafters, and a turf covering completes the platform or floor of the balagan. A roof of a conical figure is raiſed upon this, by means of long poles, which are faſtened to the rafters at one end, and meet together in a point at the top. The whole is covered, or rather thatched, with a coarſe kind of graſs. Theſe ſummer habitations have two doors, placed directly oppoſite to each other, to which they aſcend by the ſame kind of ladders that are uſed

in the *jourts*. In the lower part, which is left entirely open, they dry their fiſh, vegetables, and other articles intended for the conſumption of the winter. Though ſix families uſually live together in one jourt, a *balagan* is ſeldom occupied by more than one at a time.

The *iſbas*, or log-houſes, are thus erected: Long timbers are piled horizontally, with the ends let into each other, and the ſeams are filled up or caulked with moſs. Like thoſe of our common cottages, the roof is ſloping, and thatched either with graſs or ruſhes. Each log-houſe has three apartments in the inſide. One end may be ſaid to be a kind of entry, which extends the whole width and height of the houſe, and ſeems to be a kind of receptacle for their bulky articles, as ſledges, harneſs, &c. This has a communication with their beſt apartment, which is in the middle, and is furniſhed with broad benches, calculated both for eating and ſleeping upon. A door leads from this into the kitchen, almoſt half of which is taken up with an oven, or fire-place; which is let into the wall that ſeparates the middle apartment and the kitchen, and is ſo conſtructed as to communicate the heat to both rooms at the ſame time. There are two lofts over the kitchen and middle apartment, to which the inhabitants aſcend by a ladder placed in the entry for that purpoſe. Each apartment has two ſmall windows made of *talc*, and, among

the inferior people, of fiſh-ſkin. The boards and beams of their habitations, are ſmoothed only with a hatchet, for they are ſtrangers to the plane; and the ſmoke has rendered them of a deep ſhining black.

A town is called an *oſtrog* in Kamtſchatka, and conſiſts of ſeveral houſes or habitations of the various kinds above-mentioned. *Balagans* are conſiderably the moſt numerous; and it is remarkable that we never ſaw a houſe of any kind that was detached from an *oſtrog*. There are, in St. Peter and St. Paul, ſeven log-houſes, nineteen *balagans*, and three jourts. Paratounca is nearly of the ſame ſize. Karatchin and Natcheekin have not ſo many log-houſes as the former, but rather more *balagans* and *jourts*; whence it may be concluded that ſuch is the moſt general ſize of an *oſtrog*.

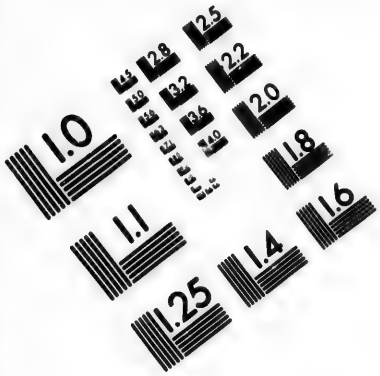
The dreſs of the Kamtſchadale women having already been deſcribed, we ſhall proceed to that of the men. The upper garment reſembles that of a waggoner's frock. If for ſummer wear, it is made of nankeen; if intended for winter, it is made of a ſkin, (generally that of a deer or dog) having one ſide tanned, and the hair preſerved on the other, which is worn innermoſt. A cloſe jacket of nankeen, or ſome other cotton ſtuff, is the next under this; and beneath that, a ſhirt made of thin Perſian ſilk, of a red, blue, or yellow colour. They wear alſo a pair of long

breeches, or tight trowſers, of leather, reaching below the calf of the leg. They have likewiſe a pair of boots, made of dog or deer ſkin, with the hair innermoſt. They have a fur cap, having two flaps that are uſually tied up cloſe to the head, but are permitted to fall round the ſhoulders in bad weather.

The fur dreſs, which was prefented by Major Behm's ſon to Captain King, is one of thoſe worn on ceremonious occaſions by the *Toions*. It is ſhaped like the exterior garment we have juſt deſcribed, and conſiſts of ſmall triangular pieces of fur, chequered brown and white, and ſo ingeniouſly joined as to appear to be of the ſame ſkin. A border, of the breadth of ſix inches, curiouſly wrought with different coloured threads of leather, ſurrounds the bottom, and produces a rich effect. A broad edging of the ſea-otter's ſkin is ſuſpended to this. The ſleeves are ornamented with the ſame materials. An edging of it alſo encircles the neck, and ſurrounds the opening at the breaſt. It is lined with a beautiful white ſkin. And the preſent was accompanied with a pair of gloves, a cap, and a pair of boots, executed with the utmoſt neatneſs, and compoſed of the ſame materials. The Ruſſians who reſide in Kamtſchatka, wear the European dreſs; and the uniform worn by the troops here, is of a dark green turned up with red. The people, ſituated to the north and ſouth of

of this country, being but imperfectly known, we ſhall give ſuch information as we have been able to acquire, reſpecting the Kurile iſlands, and the Koreki and Tſchutſki.

The Kuriles are a chain of iſlands, extending from latitude 51° to 45°, running from the ſouthern promontory of Kamtſchatka to Japan, in a ſouth-weſt direction. The inhabitants of the neighbourhood of Lopatka, who were themſelves called Kuriles, gave theſe iſlands the ſame name, as ſoon as they became acquainted with them. Spanberg ſays they are twenty-two in number, excluſive of the very ſmall ones. The northernmoſt iſland, which is called Shoomſka, is about three leagues diſtant from the promontory Lopatka, its inhabitants conſiſting of a mixture of natives and Kamtſchadales. The next which is named Paramouſir, is conſiderably larger than Shoomſka, and is inhabited by the real natives; whoſe anceſtors, they ſay, came from an iſland, called Onecutan, a little farther to the ſouth. The Ruſſians paid their firſt viſit to theſe two iſlands in 1713, and added it to the dominions of the Empreſs. The others, as far as Ooſheſheer incluſive, are now made tributary, if we may rely upon the information of the worthy paſtor of Paratounca, their miſſionary; who pays them a viſit once in three years, and mentions the iſlanders in the moſt reſpectable terms, extolling them for their generoſity, hoſpitality, and



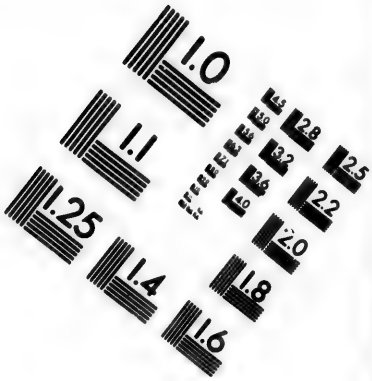
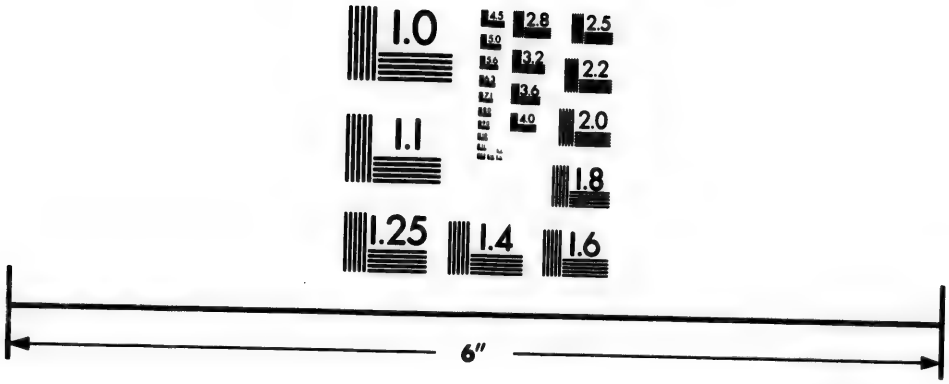


IMAGE EVALUATION TEST TARGET (MT-3)



Photographic Sciences Corporation

23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503

humanity; and that they excel their Kamtſchadale neighbours as much in the gracefulneſs of their perſons, as in their docility and underſtanding.

Though the iſland of Ooſheſheer is the fartheſt to the ſouth, of any under the dominion of Ruſſia, yet they are ſaid to trade to Ooroop, which is the eighteenth in order; and is the only one that has a good harbour for veſſels of burthen. Nadeegſda lies to the ſouth of this, and is ſaid to be inhabited by a race of men who are remarkably hairy, and who live in a ſtate of perfect independence, like thoſe of Ooroop *.

Nearly in the ſame direction, lie a group of iſlands, called Jeſo, by the Japaneſe; a name alſo given by them to the chain of iſlands between Kamtſchatka and Japan. That called Matmai, which is the furtheſt to the ſouth, belongs to the Japaneſe, and has a garriſon and fortifications on the ſide towards the continent. The iſlanders of Kunachir, and Zellany, to the north-eaſt of Matmai, and three others, called the Three Siſters, ſtill farther to the north-eaſt, are entirely independent. The inhabitants of Matmai barter with thoſe of the iſlands laſt mentioned, as well as with thoſe of the Kuriles to the northward.

* Spanberg, ſpeaking of theſe people, ſays, their bodies are covered all over with hair, that they wear a looſe ſtriped ſilk gown, and many of them have ſilver rings pendant from the ears. Their being hairy all over the body, is alſo mentioned in the journal of the ſhip Caſtricom.

Many

Many of the inhabitants of thoſe iſlands that are under the dominion of Ruſſia, are now converted to chriſtianity. And perhaps the time is not far diſtant, when an advantageous commerce will be carried on between Kamtſchatka and this extenſive chain of iſlands, which may afterwards produce a communication with Japan itſelf. This intercourſe may probably be facilitated by a circumſtance which Major Behm related, that ſeveral Ruſſians, having been taught the Japaneſe language, by two natives of that country, who had been ſhipwrecked on the coaſt of Kamtſchatka, had been ſent among thoſe iſlands. The advantages that muſt infallibly accrue to the Ruſſians by eſtabliſhing a commerce with the Japaneſe, have been already adverted to, and are ſufficiently obvious.

The Koreki country conſiſts of two diſtinct nations, which are called the wandering and fixed Koriacs. Part of the iſthmus of Kamtſchatka is inhabited by the former, as well as all the coaſt of the Eaſtern Ocean, from thence to the Anadir. The nation of the wandering Koriacs extends weſtward towards the river Kovyma, and along the north-eaſt of the ſea of Okotſk, as far as the river Penſkina.

The reſemblance between the fixed Koriacs, and the Kamtſchadales, is very ſtriking; both countries too depend alike on fiſhing for ſubſiſt-

ence. Their clothing and habitations are equally ſimilar. The fixed Koriacs are under the diſtrict of the Ingiga, and are tributary to Ruſſia.

The wandering Koriacs are wholly employed in breeding and paſturing deer, and are ſaid to have immenſe numbers in their poſſeſſion; it being common for a ſingle chief to have a herd of four or five thouſand. Deer is the food they ſubſiſt upon, and have an averſion to every kind of fiſh. They erect no *balagans*; their only habitations being ſomewhat like the Kamtſchadale *jourts*, except that, in winter, they are covered with raw deer-ſkins; and, in ſummer, with ſuch as have been tanned. Their ſledges are drawn only by deer, and thoſe which are uſed in drawing them feed in the ſame paſture with the others. If they are wanted, the herdſman makes uſe of a certain cry which is familiar to them, which they obey by quitting the herd immediately. The two nations of the Koriacs, (as we were informed by the prieſt of Paratounca) and the Tſchutſki, make uſe of different dialects of the ſame language; but it has not the ſmalleſt affinity to that of the Kamtſchadale.

The country inhabited by the Tſchutſki, is bounded by the Anadir on the ſouth, and extends to the Tſchutſkoi Noſs. Their attention, like that of the wandering Koriacs, is confined chiefly to their deer, with which their country abounds.

abounds. They are a courageous, well-made, warlike race of people; and are formidable neighbours to the Koriacs of both nations, who often experience their depredations. The Ruſſians have long endeavoured to bring them under their dominion; and though they have loſt a great number of men in their different expeditions to accompliſh this purpoſe, they have never yet been able to effect it.

CHAP.

CHAP. VIII.

Plan of future Operations—The Ships, on quitting Awatſka Bay, ſail along the Coaſt—Achachinſkoi Bay—Cape Lopatka—The Iſland of Shoomſka—The Iſle of Paramouſir—Obſervations relative to the Land of Jeſo, Staten Iſland, and the Company's Land—Many Birds obſerved—A violent Storm—Poſition of Zellany, Kunaſhir, and the Three Siſters—De Gama's Land—Ineffectual Attempts to make the Land—The Ships ſail for Japan—Various Parts of the Japaneſe Coaſt deſcribed—Cape Nambu—Two Japaneſe Veſſels obſerved—Deſcription of one of them—Boiſterous Weather—Cape de Kennis—Boomtje's Point—Low Point—White Point—Sanddown Point—Proſecution of our Voyage to China—Violent Currents—Quantities of Pumice-Stone—Three Iſlands diſcovered—Sulphur Iſland deſcribed—Steer for the Baſhee Iſles—Fruitleſs Search for them—The Iſland of Prata—The Prata Shoal—Some Chineſe Fiſhing-boats ſeen—The Lema Iſlands—Signal for a Chineſe Pilot—The Grand Ladrone Iſland—Journals and other Papers of the Officers and Men, relating to the Hiſtory of the Voyage, delivered up.

AS the Lords of the Admiralty, in the inſtructions which they had given for the regulation of the preſent voyage, had entruſted the com-

commanding officer of the expedition with a diſcretionary power, in caſe of not ſucceeding in the diſcovery of a paſſage from the Pacific Ocean into the Atlantic, to make choice, in his return to England, of whatever route he ſhould judge beſt adapted for the improvement of geography; Captain Gore deſired, that the principal officers would deliver their ſentiments, in writing, relative to the mode in which theſe inſtructions might moſt effectually be carried into execution. The reſult of their opinions, which, to his great ſatisfaction, he found unanimous, and perfectly agreeing with his own, was, that the condition of our veſſels, of the ſails, cordage, &c. rendered it hazardous and unſafe to make any attempt, as the winter was now approaching, to navigate the ſea between Aſia and Japan, which would otherwiſe have opened to us the moſt copious field for diſcovery; that it was therefore moſt prudent to ſteer to the eaſtward of that iſland; and, in our way thither, to ſail along the Kuriles, and examine, in a moſt particular manner, thoſe iſlands that are ſituated neareſt to the northern coaſt of Japan, which are ſaid to be of conſiderable extent, and not ſubject to the Ruſſians or Japaneſe. Should we have the good fortune to meet with ſome ſecure and commodious harbours in any of theſe iſlands, we ſuppoſed they might prove of conſiderable importance, as convenient places of ſhelter for ſubſequent navigators, who might be employed

employed in exploring the ſeas, or as the means of producing a commercial intercourſe among the adjacent dominions of the two above-mentioned empires. Our next object was to take a ſurvey of the coaſts of the Japaneſe iſles; after which we deſigned to make the coaſt of China, as far to the north as was in our power, and proceed along it to Macao.

This plan of operations being adopted, Captain King was ordered by Captain Gore, in caſe the two ſhips ſhould ſeparate, to repair without delay to Macao; and on the 9th of October, about ſix o'clock in the afternoon, having cleared the entrance of the bay of Awatſka, we made ſail to the ſouth-eaſtward, the wind blowing from the north-weſt and by weſt. A perfect calm enſued at midnight, and continued till the noon of the following day; at which time the light-houſe was at the diſtance of fourteen or fifteen miles, bearing north half weſt; and Cape Gavareea bore ſouth by weſt half weſt. Our preſent depth of water being ſixty and ſeventy fathoms, our people were very profitably engaged in catching cod, which were extremely fine, and in great abundance. A breeze ſpringing up from the weſt about three o'clock in the afternoon, we ſteered to the ſouth along the coaſt.

A head-land now opened with Cape Gavareea, in the direction of ſouth by weſt, ſituate about twenty-one miles beyond it. Betwixt them are

two

two narrow, though deep inlets, which m ayperhaps unite behind what has the appearance of an elevated iſland. The coaſts of theſe inlets are rather ſteep and cliffy. The hills, which break with abruptneſs, form chaſms and vallies, that are plentifully furniſhed with wood.

Between Awatſka Bay, and Cape Gavareea, which lies in the longitude of 158° 38′, and in the latitude of 52° 21′, there appear to be ſeveral inlets, which may, at firſt ſight, flatter the navigator with hopes of procuring ſhelter and good anchorage: but we were aſſured by the Ruſſian pilots, that there are none that will admit veſſels even of the ſmalleſt ſize, as the ſpaces which ſeem vacant, between the lofty projecting head-lands, are filled up with low land.

We again had a calm towards the evening: but, about midnight, a light breeze ſprung up from the north, which gradually augmented to a ſtrong gale. On Monday the 11th, at noon, we were in the latitude of 52° 4′, and in the longitude of 158° 31′; Cape Gavareea bearing north by weſt a quarter weſt, and the ſouthern extremity ſouth-weſt half weſt. We were now at the diſtance of nine or ten miles from the neareſt part of the coaſt, and perceived the whole inland country covered with ſnow. A point of land towards the ſouth, which we judged to be in the latitude of 51° 54′, conſtituted the northern ſide of a deep bay, diſtinguiſhed by the name of Achachinſkoi,

in whoſe diſtant bottom we imagined that a large river diſcharged itſelf, as the land behind appeared remarkably low. To the ſouthward of Achachinſkoi Bay, the land did not exhibit ſuch a rugged and barren aſpect, as was obſervable in that part of the country which we had before paſſed.

We had variable winds during the night, accompanied with rain; but, the next morning, at four o'clock, the wind began to blow with ſuch violence from the north-eaſt quarter, that we were obliged to double-reef the top-ſails, and thought proper to ſtand to a greater diſtance from the ſhore. About ſix o'clock, the weather became more moderate and fair; in conſequence of which we again ſtood in for the land. Our latitude, at twelve, was 51°, and our longitude 157° 25′. The moſt northerly land in view, being the point which we have already mentioned as firſt opening with Cape Gavareea, was in the direction of north-north-eaſt. A head-land, having a flat ſummit, which is ſituated in the latitude of 51° 27′, and forms the ſouthern point of an inlet, named Girowara, bore north a quarter-eaſt, and the moſt ſoutherly land in ſight was about eighteen miles diſtant, bearing weſt three quarters north. We could, at this time, faintly perceive low land extending from the ſouthern extremity; but, as the wind ſhifted to the north-weſt, we were unable to obtain a nearer view of it.

At

At ſix o'clock in the afternoon, we diſcerned, from the maſt-head, Cape Lopatka, which is the moſt ſouthern extreme of Kamtſchatka. This cape, which is very low and flat, and gradually ſlopes from the elevated level land that we had ſight of at noon, bore weſt half north, at the diſtance of fifteen or ſixteen miles; and the high land, at the ſame time, bore north-weſt by weſt half weſt. This point of land forming ſo diſtinguiſhed an object in the geography of the eaſtern coaſt of Aſia, we were glad of an opportunity of aſcertaining, by accurate obſervations, its exact poſition, which is in the longitude of 156° 45′, and in the latitude of 51°. We perceived, to the north-weſt of it, a very lofty mountain, whoſe ſummit was loſt in the clouds. At the ſame inſtant, the firſt of the Kurile iſlands, named Shoomſka, made its appearance, in the direction of weſt half ſouth.

The paſſage between Shoomſka and Cape Lopatka, is repreſented by the Ruſſians as being one league in breadth, and extremely dangerous, as well on account of the rapidity of the tides, as of the ſunken rocks which lie off the Cape. The coaſt, from Cape Gavareea to Lopatka, trends to the ſouth-eaſtward. The land, to the ſouth of Achachinſkoi, is not ſo elevated and broken as betwixt that bay and the entrance of the bay of Awatſka, being only of a moderate height towards the ſea, with hills riſing gradually further

further inland. The coaſt is of conſiderable ſteepneſs, and abounds with white chalky patches.

Having a calm at noon, we had an opportunity of catching ſome excellent cod. Our depth of water, at this time, was forty fathoms; and our diſtance from Cape Lopatka was between five and ſix leagues. During the night we ſtood to the ſouth-ſouth-weſt under an eaſy ſail, with a weſterly wind. We ſounded at midnight, and found ourſelves in ſixty fathoms water.

On the 13th, at break of day, we deſcried the ſecond of the Kurile Iſlands, named Paramouſir by the Ruſſians, extending from weſt half ſouth to north-weſt by weſt. This land was exceedingly high, and almoſt wholly covered with ſnow. At twelve o'clock, its extremities bore from weſt-north-weſt half weſt, to north-north-weſt half weſt; and a lofty peaked mountain, from which ſome of our people imagined they beheld ſmoke iſſuing, was at the diſtance of twelve or thirteen leagues, bearing north-weſt by weſt half weſt. Our latitude, at this time, was 49° 49′, and our longitude 157°. We obſerved, in the courſe of the day, ſeveral whales, and a conſiderable number of albatroſſes and gulls.

The iſland of Paramouſir is the largeſt of the Kuriles that are ſubject to the dominion of the Ruſſians; and is worthy of a more accurate ſurvey, than we were, on this occaſion, enabled to take. For, in the afternoon, the weſterly wind increaſing

increaſing to a briſk gale, it was not in our power to make a nearer approach to it than we had made at noon; we were, therefore, obliged to content ourſelves with endeavouring to determine its poſition at that diſtance. The ſouthern extreme of the iſland ſtands, according to our computation, in the latitude of 49° 58′; the northern extremity we place in the latitude of 50° 46′, and in the longitude of 10′ weſt of Cape Lopatka; and as this ſituation does not materially differ from that which the Ruſſians have aſſigned, it is in all probability, very near the truth.

While we were abreaſt of Paramouſir, we had a very violent ſwell from the north-eaſtward, though the wind had continued, for ſome time, in the weſtern quarter; a circumſtance which more than once occurred to our obſervation during the courſe of the voyage. In the night we ſounded, but did not reach the bottom with fifty fathoms of line. The two following days, the wind, blowing freſh from the weſt, obliged us to ſteer to the ſouthward, and conſequently prevented us from ſeeing any more of the Kuriles.

On Saturday the 16th, at noon, our latitude was 45° 27′; our longitude, deduced from many lunar obſervations taken during the three preceding days, was 155° 30′; and the variation was 4° 30′ eaſt. In this ſituation, we were almoſt encompaſſed by the real or pretended diſcoveries of prior navigators, and could not readily deter-

mine to which we ſhould direct our courſe. Towards the ſouth and the ſouth-weſt, a group conſiſting of five iſlands, named Kunaſhir, Zellany, and the Three Siſters, were placed in the French charts. According to the ſame charts, we were now about ten leagues to the weſt of De Gama's Land, which, in April laſt, we had paſſed to the eaſtward, at a diſtance ſomewhat leſs than the preſent, without obſerving the leaſt appearance of it; from which circumſtance it may reaſonably be inferred, that, if ſuch land has any exiſtence, it muſt be an iſland of very ſmall extent. If, on the other hand, we adopt the original poſition of this land, as fixed by Texeira, it was ſituated to the weſt by ſouth; and the Company's Land *, Staten Iſland †, and the land of Jeſo, were likewiſe imagined to lie nearly in the ſame direction.

With reſpect to the famous land of Jeſo, which has, for ſo long a time, proved a ſtumbling-block to modern geographers, it may be obſerved, that it was firſt brought to the knowledge of Europeans by the Caſtricom and Breſkes. The name, from the earlieſt accounts, appears to have been

* The Dutchmen who ſailed in the Caſtricom and Breſkes, had ſight of this land, which they ſuppoſed was a part of the American continent; but there now remains very little doubt of its being the iſlands of Nadeegſda and Ooroop.

† This land, which was alſo diſcovered by the Caſtricom, ſeems, from the ſituation aſſigned to it in the journal of that veſſel, to be the iſlands called the Three Siſters.

well

well known to the Kamtſchadales and Japaneſe, and indiſcriminately uſed by them for all the iſlands that are ſituate between Japan and Kamtſchatka. It has been ſince affixed to an extenſive imaginary iſland, or continent, pretended to have been diſcovered by the two Dutch ſhips abovementioned; and, therefore, it may not, perhaps, be deemed improper to take the grounds of this error into our conſideration. The expedition, in which thoſe veſſels were engaged, was undertaken with a view of exploring the eaſtern coaſt of Tartary; but, a ſtorm ſeparating the two ſhips, off the ſouth-eaſt point of Japan, they ſailed along the eaſtern ſide of that iſland in different tracks; and, paſſing its northern extreme, proceeded ſingly on their voyage. De Vries, commander of the Caſtricom, ſteering a northerly courſe, fell in with land on the third day, in the 42d degree of latitude. He ſailed (according to the journal of the expedition) along the ſouth-eaſtern coaſt, in a continual fog, for the ſpace of about ſixty leagues; and having brought his ſhip to anchor in ſeveral places, had a friendly communication with the natives. Now, as the iſlands of Zellany, Kunaſhir, and Matimai, appear, from the diſcoveries of Captain Spanberg, to ſtand exactly in this ſituation, it is more than probable that they are the ſame land; and the error of De Vries, in ſuppoſing them to be one continent, ſeems to be ſufficiently accounted for from the

circumſtance of the fog, without our adopting the ſuppoſition of an earthquake, by which Mr. Muller, deſirous of reconciling the general opinion with the later diſcoveries of the Ruſſians, imagines the ſeveral parts to have been ſeparated. The journal afterwards mentions the diſcovery of Staten Iſland and the Company's Land, reſpecting which we have already declared our ſentiments. When they had paſſed through the Straits of De Vries, (continues the journal) they entered an extenſive, wild, and tempeſtuous ſea, in which they proceeded, with dark miſty weather, to the 48th degree of northern latitude; after which, being driven to the ſouth by adverſe winds, they again fell in with land, towards the weſt, in the latitude of 45°, which they ſtill ſuppoſed was a part of the continent of Jeſo; whereas, if any perſon will examine Janſen's map of their diſcoveries, which appears to be very accurate, he will not, we think, entertain a doubt of their being, at this time, on the coaſt of Tartary. After they had traced this land four degrees to the northward, they returned towards the ſouth through the ſame ſtraits they had before paſſed.

But, to return to the narrative of our voyage; the wind having veered, in the afternoon of the 16th, to the northward, we hauled round to the weſt. In the courſe of this day we obſerved ſeveral albatroſſes, fulmars, and numerous flocks of gulls: we alſo ſaw a number of fiſh, which were called

called grampuſes by our ſailors; but we were rather inclined to judge, from the appearance of thoſe which paſſed cloſe by our veſſels, that they were the *kaſatka*, or ſword-fiſh, mentioned by Kraſcheninicoff, who has given a curious account of their mode of attacking the whales. In the evening, being viſited by a ſmall land bird, about the ſize of a gold-finch, and not unlike that bird in plumage and ſhape, we thought proper to keep a careful look-out for land. However, upon our trying for ſoundings at midnight, we did not ſtrike ground with forty-five fathoms of line.

The next day, at noon, our longitude was 154°, and our latitude 45° 7′. The wind again becoming weſterly, we were under the neceſſity of ſteering a more ſoutherly courſe; and, about midnight, we had a freſh gale from the ſame quarter, attended with heavy rain. In the courſe of the morning, we ſaw another land-bird, and ſeveral flocks of petrels and gulls directing their courſe to the ſouth-weſtward.

The heavy north-eaſt ſwell, which had conſtantly been obſerved by us ſince we had paſſed Lopatka, now ceaſed, and ſuddenly changed to the ſouth-eaſt. On the 18th, in the forenoon, we ſaw conſiderable quantities of rock-weed, from which, as well as from the flights of birds already mentioned, we imagined that the ſouthernmoſt of the Kurile Iſlands was at no great diſtance

from us; and, about the ſame time, the wind ſhifting to the ſouthward, we were enabled to ſteer for it. At two o'clock, we ſet ſtudding-ſails, and ſtood to the weſtward; but, the wind augmenting to a gale, we were quickly obliged to double-reef the top-ſails; and, at midnight, we deemed it neceſſary to examine our depth of water. We accordingly ſounded; but, meeting with no ground at the depth of ſeventy-five fathoms, we again bore away to the weſt, with the wind in the ſouth-eaſt point.

This courſe we continued till two in the morning of the 19th, when the weather becoming thick and gloomy, we hauled our wind, and ſtood to the ſouth-weſtward till five o'clock, at which time a violent ſtorm reduced us to our courſes. Though, from the unfavourable ſtate of the weather, there was but little probability of our making the land, our attention was ſtill anxiouſly directed to this object; and, on the appearance of day-light, we ventured to ſteer weſt by ſouth. We proceeded on the ſame courſe till ten o'clock in the forenoon, when the wind ſuddenly veered round to the ſouth-weſt, and was accompanied with clear weather. Scarce had we availed ourſelves of this, by letting out the reefs, and ſetting the top-ſails, when it began to blow with ſuch vehemence, that we were under the neceſſity of cloſe-reefing again; and, about noon, the wind ſhifting more to the weſt, we were prevented from

continuing any longer on this tack: we therefore put about, and ſtood towards the ſouth.

Our latitude, at this time, was 44° 12′, and our longitude 150° 40′; ſo that, after all our exertions, we had the mortification of finding ourſelves, according to the Ruſſian charts, upon the ſame meridian with Nadeegſda, which they repreſent as the moſt ſoutherly of all the Kurile Iſlands, and about ſixty miles to the ſouthward.

Though the violent and adverſe winds that we had met with for the laſt ſix days, had deprived us of an opportunity of getting in with theſe iſlands, yet the courſe on which we had been obliged to proceed, did not prove altogether deſtitute of geographical advantages. For the groupe of iſlands, comprehending Zellany, Kunaſhir, and the Three Siſters, which, in the maps of Monſieur D'Anville, are laid down in the track we had juſt croſſed, are, by this means, demonſtrably removed from that poſition; and thus an additional proof is obtained of their being ſituated to the weſt, where Captain Spanberg has placed them, between the longitudes of 142° and 147°. But this ſpace being occupied, in the French charts, by Staten Iſland, and part of the land of Jeſo, the opinion of Muller becomes highly probable, that they are all the ſame lands; and, as we have no reaſon to call in queſtion the accuracy of Spanberg, we have, in our general map, re-inſtated Kunaſhir,

Zellany, and the Three Sifters, in their proper ſituation, and have totally omitted the reſt.

When we reflect on the manner in which the Ruſſians have multiplied the iſlands of the Northern Archipelago, not only from the want of accuracy in aſcertaining their real poſition, but likewiſe from the deſire natural to mankind of propagating new diſcoveries, we ſhall not be ſurprized that the ſame cauſes ſhould produce ſimilar effects. It is thus that the lands of Jeſo, which appear, as well from the earlieſt traditions among the Ruſſians, as from the accounts of the Japaneſe, to be no other than the ſouthern Kurile Iſlands, have been imagined to be diſtinct from the latter. De Gama's land is next on record; and this was originally repreſented as being nearly in the ſame ſituation with thoſe we have juſt mentioned; but it was afterwards removed, in order to make room for Staten Iſland and the Company's Land; and, as Jeſo, and the moſt ſoutherly of the Kuriles, had likewiſe poſſeſſion of this ſpace, that nothing might be loſt, the former had a place provided for it to the weſtward, and the latter towards the eaſt.

As, according to the Ruſſian charts, the iſles of Kunaſhir and Zellany, were ſtill to the ſouth, we entertained ſome hopes of being able to make them, and, with this view, kept our head towards the weſt as much as the wind would permit. At twelve o'clock, on the 20th, our latitude

tude was 43° 47′, and our longitude 150° 30′; and we were then ſtanding to the weſt by ſouth, with a gentle breeze from the ſouth-eaſt, and, ſoon after, were, in all probability, not more than four and twenty leagues to the eaſt of Zellany; but this good fortune was not of long duration: for, about three in the afternoon, the wind ſhifting to the north-weſt point, began to blow with ſuch violence, that we were brought under our mizen ſtay-ſail and fore-ſail.

For the next twenty-four hours, we had heavy rain and vehement ſqualls; after which, the weather becoming moderate, and the horizon being in ſome meaſure clear, we were enabled to ſet our top-ſails; but as the wind continued to blow from the north-weſt, all our attempts to make the land were rendered abortive, and we were at length obliged to relinquiſh all further thoughts of diſcovery to the northward of Japan. To this diſappointment we ſubmitted with the greater reluctance, as our curioſity had been conſiderably excited by the accounts that are given of the natives of theſe iſlands.

An accident befel the Reſolution in the afternoon of the 21ſt; for the leach-rope of her fore-top-ſail gave way, and ſplit the ſail. As this had frequently happened during the life of Captain Cook, he had, on ſuch occaſions, ordered the foot and leach-ropes of the top-ſails to be taken out, and larger ones to be fixed in their room; and

and theſe likewiſe proving incapable of ſupporting the ſtrain that was on them, it manifeſtly appears, that the juſt proportion of ſtrength between the ſail and thoſe ropes is extremely miſcalculated in our ſervice.

This day a land-bird, ſomewhat larger than a ſparrow, but greatly reſembling one in other reſpects, perched on our rigging, and was caught. The gale now gradually abated; ſo that, on Friday the 22d, in the morning, we let out the reefs of our top-ſails, and carried more ſail. Our latitude, at twelve o'clock, was 40° 58′, and our longitude 148° 17′; the variation 3° eaſt.

During the afternoon, another land-bird pitched on one of our ſhips, and was ſo exhauſted with fatigue, that it ſuffered itſelf to be taken inſtantaneouſly, and expired a few hours afterwards. Its ſize did not exceed that of a wren; it had on its head a tuft of yellow feathers, and the reſt of its plumage was ſimilar to that of a linnet. The bird that we mentioned before as bearing a great reſemblance to a ſparrow, lived a long time after it was taken.

Theſe birds affording clear indications, that we were not at any very conſiderable diſtance from the land, and the wind, after varying for a little time, ſettling at the north point in the evening, our hopes of falling in with the land again revived, and we ſteered to the weſt-north-weſt; in which direction were ſituated, at the diſtance

diſtance of about fifty leagues, the ſouthernmoſt iſlands, ſeen by Captain Spanberg, and ſaid to be inhabited by hairy men. The wind, however, did not keep pace with our wiſhes, but blew in ſuch light airs, that we made little progreſs, till about eight o'clock the following morning, when a freſh breeze ſprung up from the ſouth-ſouth-weſt, with which we continued our courſe to the weſt-north-weſt till the evening. The latitude, at noon, was 40° 35′; and the longitude, deduced from ſeveral lunar obſervations, was 146° 45′. The variation of the needle was 17′ eaſt.

In the evening, we had violent ſqually gales, accompanied with rain; and, as we had, in the courſe of this day, paſſed ſome patches of green graſs, and obſerved a number of ſmall land-birds, a ſhag, and many flocks of gulls, we did not think it conſiſtent with prudence, having all theſe ſigns of the vicinity of land, to ſtand on for the whole night. We, therefore, about midnight, tacked, and for the ſpace of a few hours, ſteered to the ſouth-eaſtward.

On the 24th, at four in the morning, we again bore away to the weſt-north-weſt, and carried a preſs of ſail till about ſeven o'clock in the evening, when the wind veered round from ſouth-ſouth-weſt to the north, and blew a freſh gale. Our longitude, at this time, was 145° 20′, and our latitude 40° 57′.

This

This ſecond diſappointment in our attempts to get to the north-weſtward, the tempeſtuous weather with which we had been harraſſed, and the ſmall probability, at this ſeaſon of the year, of its becoming more favourable to our deſigns, were the motives that now induced Captain Gore finally to abandon all further ſearch for the iſlands ſituate to the northward of Japan, and to direct his courſe to the weſt-ſouth-weſt, for the northern part of that iſland.

The wind, during the night, ſhifted to the north-eaſt, and blew a briſk gale; and, at the ſame time, we had heavy rain, and hazy weather. On the 25th, at noon, we were in the latitude of 40° 18′, and in the longitude of 144°. Flights of wild ducks were this day obſerved by us; a pigeon lighted upon our rigging; and many birds, reſembling linnets, flew about the ſhips, with a degree of vigour, that gave us reaſon to imagine they had not been long on the wing. We alſo paſſed a piece either of bamboo or ſugar-cane, and ſeveral patches of long graſs. Theſe indications of our being at no great diſtance from land, determined us to try for ſoundings; but we could not reach the bottom with ninety fathoms of line. On the approach of evening, the wind gradually veered round to the ſouth, with which we continued our courſe to the weſt-ſouth-weſt.

On

On Tueſday the 26th, at break of day, we had the ſatisfaction of perceiving high land towards the weſt, which proved to be Japan. At eight o'clock, it was at the diſtance of ten or twelve miles, and extended from ſouth by weſt to north-weſt. A low flat cape, which apparently conſtituted the ſouthern part of the entrance of a bay, bore north-weſt three quarters weſt. Near the ſouth extremity, a hill of a conic figure appeared, bearing ſouth by weſt three quarters weſt. To the north of this hill, there ſeemed to be an inlet of very conſiderable depth, the northern ſide of whoſe entrance is formed by a low point of land; and, as well as we were enabled to judge by the aſſiſtance of our glaſſes, has a ſmall iſland near it towards the ſouth.

Having ſtood on till nine o'clock, we had by that time approached within five or ſix miles of the land, which bore weſt three quarters ſouth. Our depth of water was fifty-eight fathoms, with a bottom compoſed of very fine ſand. We now tacked, and ſtood off; but, as the wind failed us, we had proceeded, at noon, to no greater diſtance from the ſhore than three leagues. This part of the coaſt extended from north-weſt by north to ſouth half eaſt, and was principally bold and cliffy. The low cape above-mentioned was about ſix leagues diſtant, bearing north-weſt by weſt; and the northern point of the inlet was in the direction of ſouth three quarters weſt. Our latitude,

latitude, by obſervation, was 40° 5′, and our longitude 142° 28′. The moſt northerly land in view, was ſuppoſed by us to be the northern extreme of Japan*. It is ſomewhat lower than the other parts; and, from the range of the elevated lands that were diſcerned over it from the maſt-head, the coaſt manifeſtly appeared to trend to the weſtward. The northern point of the inlet, was imagined by us to be Cape Nambu; and we conjectured, that the town† ſtood in a break of the high land, towards which the inlet apparently directed itſelf. The neighbouring country is of a moderate elevation, and has a double range of mountains. It is well furniſhed with wood, and exhibits a pleaſing variety of hills and dales. We perceived the ſmoke ariſing from ſeveral villages or towns, and ſaw many houſes in delightful and cultivated ſituations, at a ſmall diſtance from the ſhore.

While the calm continued, that we might loſe no time, we put our fiſhing-lines overboard, in ten fathoms water, but met with no ſucceſs.

* The moſt accurate ſurvey of the eaſtern coaſt of Japan, appears to be that which was publiſhed by Janſen in his Atlas, and compiled with a great degree of exactneſs from the Journals and Charts of the Caſtricom and Breſkes. We have, therefore, thought proper to adopt, wherever we could nearly aſcertain the identity of the ſituations, the names affixed in Janſen's map, to the correſponding head-lands and points, obſerved by us along the coaſt.

† Janſen calls this town Nabo.

This

This being the only diverſion which our preſent circumſtances permitted us to enjoy, we very ſenſibly felt the diſappointment; and looked back with regret to the cod-banks of the diſmal regions we had lately quitted, which had furniſhed us with ſo many ſalutary meals, and, by the amuſement they afforded, had given a variety to the tedious recurrence of the ſame nautical and aſtronomical obſervations, and the weariſome ſucceſſion of calms and gales.

At two o'clock in the afternoon, the wind blew freſh from the ſouth, and, by four, had reduced us to cloſe-reefed topſails, and obliged us to ſtand off to the ſouth-eaſtward; in conſequence of which courſe, and the gloomineſs of the weather, we ſoon loſt ſight of land. We kept on during the whole night, and till eight o'clock the following morning, when the wind ſhifting to the north, and becoming moderate, we made ſail, and ſteered a weſt-ſouth-weſt courſe, towards the land, which, however, we did not make before three in the afternoon; at which time it was ſeen to extend from north-weſt half weſt to weſt. The moſt northerly extremity was a continuation of the elevated land, which was the ſouthernmoſt we had obſerved the preceding day. The land to the weſtward, we conjectured to be the *Hoſe Tafel Berg* (or High Table Hill) of Janſen. The coaſt, betwixt the two extremes, was low, and could

could ſcarcely be perceived, except from the maſt-head.

We proceeded towards the coaſt till eight in the evening, when our diſtance from it was about five leagues; and having ſhortened ſail for the night, we ſteered in a ſoutherly direction, ſounding every four hours; but our depth of water was ſo great, that we did not find ground with a hundred and ſixty fathoms of line.

We again ſaw land on the 28th, about ſix o'clock in the morning. It lay twelve leagues to the ſouthward of that which we had ſeen the day before, and extended from weſt by north to weſt-ſouth-weſt. Steering ſouth-weſt obliquely with the ſhore, we ſaw, at ten o'clock, more land in that direction. To the weſt of this land, which is low and level, were two iſlands, as we ſuppoſed, though ſome doubts were entertained, whether they were not united with the neighbouring low ground. The hazineſs of the weather, as well as our diſtance, rendered it likewiſe impoſſible for us to aſcertain, whether there were not ſome inlets or harbours between the projecting points, which here ſeemed to promiſe tolerable ſhelter.

At noon, the northern extremity of the land in view bore north-weſt by north, and a lofty peaked hill, over a ſteep head-land, was fifteen or ſixteen miles diſtant, bearing weſt by north. Our preſent latitude, by obſervation, was 38° 16′, and

and our longitude 142° 9′. The mean of the variation was found to be 1° 20′ eaſt.

The land diſappeared from our view between three and four o'clock in the afternoon; and, from its breaking off ſo ſuddenly, we imagined, that what we had this day ſeen was an iſland, or, perhaps, a group of iſlands, ſituated off the main land of Japan; but, as the iſlands called by D'Anville Matſima, and by Janſen the Schildpads, though repreſented as being nearly in the ſame ſituation, are unequal in extent to the land ſeen by us, we muſt leave this point undetermined.

We continued our courſe to the ſouth-weſt during the remainder of the day, and, at midnight, found our depth of water to be ſeventy fathoms, over a bottom of fine brown ſand. We therefore hauled up towards the eaſt, till the next morning, when we again had ſight of land, about eleven leagues to the ſouth of that which we had ſeen the preceding day. At eight o'clock, we were within the diſtance of about two leagues from the ſhore, having had regular ſoundings from ſixty-five to twenty fathoms, over gravel and coarſe ſand.

It unfortunately happened, that there was a haze over the land, which prevented us from diſtinguiſhing ſmall objects on it. The coaſt was ſtraight and unbroken, running nearly in the direction of north and ſouth. The ground was low towards the ſea, but gradually ſwelled into

hills of a moderate elevation, whoſe ſummits were pretty even, and covered with wood.

About nine o'clock, the ſky being in ſome degree overcaſt, and the wind veering to the ſouth, we tacked, and ſtood off to the eaſtward. Not long after, we obſerved a veſſel, cloſe in with the land, ſtanding to the north along the ſhore; and we alſo ſaw another in the offing, coming down on us before the wind. The reader will eaſily conceive, that objects of any kind, belonging to a country ſo celebrated, and yet ſo imperfectly known, muſt have excited a general eagerneſs of curioſity; in conſequence of which, every perſon on board came inſtantaneouſly upon deck, to gaze at them. As the veſſel to windward approached us, ſhe hauled off to a greater diſtance from the ſhore; upon which, being apprehenſive of alarming thoſe who were on board of her by the appearance of a purſuit, we brought our ſhips to, and ſhe ſailed a-head of us, at the diſtance of four or five furlongs. We might have ſpoken to them with great facility; but Captain Gore, perceiving, by their manœuvres, that they were highly terrified, was unwilling to increaſe their apprehenſions; and, imagining that we ſhould have many better opportunities of communication with the Japaneſe, ſuffered them to retire without interruption.

We were not ſufficiently near this veſſel, to remark any particulars reſpecting the men on board

board of her, who ſeemed to be ſix or ſeven in number, eſpecially as the uſe of our glaſſes was precluded by the thickneſs of the weather. According to the moſt probable conjectures we were enabled to form, the veſſel was of the burthen of about forty tons. She had only one maſt, on which was hoiſted a quadrangular ſail, extended aloft by a yard, the braces of which worked forwards. Three pieces of black cloth came halfway down the ſail, at an equal diſtance from each other. The veſſel was lower in the middle than at each end; and from her figure and appearance, we ſuppoſed, that ſhe could not ſail otherwiſe than large.

The wind blew freſh at noon, and was accompanied with much rain. By three in the afternoon, it had increaſed in ſo great a degree, that we were reduced to our courſes. The ſea, at the ſame time, ran as high as any of our people ever remembered to have ſeen it.

If the veſſels of the Japaneſe are, as Kœmpfer has deſcribed them, open in the ſtern, it would have been impoſſible for thoſe which we ſaw, to have endured the violence of this ſtorm; but, as the appearance of the weather, during all the former part of the day, had prognoſticated its approach, and one of the ſloops had, nevertheleſs, ſtood a conſiderable way out to ſea, it may ſafely be inferred, that they are very capable of ſuſtaining the fury of a gale of wind. Spanberg

has, indeed, mentioned two ſorts of Japaneſe veſſels; one correſponding with Kœmpfer's deſcription, while the other, which he denominates buſſes, and in which, he ſays, the natives make voyages to the adjacent iſlands, perfectly agrees with thoſe that were ſeen by us.

About eight o'clock in the evening, the gale, without the ſmalleſt diminution of its violence, ſhifted to the weſt, and, by producing a ſudden ſwell, in a direction contrary to that which had before prevailed, cauſed our ſhips to ſtrain and labour extremely. During the continuance of the ſtorm, the Reſolution had ſeveral of her ſails ſplit. They had, indeed, been bent for ſuch a conſiderable time, and were worn ſo thin, that this accident had lately happened in both our veſſels almoſt daily; particularly when the ſails were ſtiff and heavy with rain, in which caſe they became leſs capable of bearing the ſhocks of the boiſterous and variable winds we occaſionally experienced.

The gale at length abating, and ſettling in the weſtern quarter, we ſteered a ſouthward courſe; and on Saturday the 30th, at nine o'clock in the morning, we ſaw the land, extending from weſt by north to north-weſt a quarter weſt, at the diſtance of fifteen or ſixteen leagues. It ſhewed itſelf in detached parts; but we were not near enough to aſcertain, whether they were ſmall iſlands, or parts of Japan.

At

At noon, the land extended from weſt to north-weſt; and the neareſt part of it was twelve or thirteen leagues diſtant, beyond which, the coaſt appeared to run in a weſtern direction. Our preſent latitude, by obſervation, was 36° 41′, and our longitude 142° 6′. The point to the north, which we imagined was near the ſouthern-moſt land ſeen the preceding day, was ſuppoſed by us to be Cape de Kennis; and the break to the ſouth of this point, was thought to be the mouth of the river, on which the town named Giſſima is ſaid to ſtand. The next cape is, in all probability, that which is called Boomtje's Point in the Dutch charts; and the moſt ſouth-erly one, off which we were abreaſt at noon, we conjectured to be near Low Point (termed by Janſen *Lage Hoeck*, and placed by him in the latitude of 36° 40′), and that our diſtance was too great to admit of our ſeeing the low land, in which it probably terminates, toward the eaſt.

The wind, in the afternoon, ſhifting to the north-eaſt, we ſtood to the ſouth, at the diſtance of ſeventeen or eighteen leagues from the coaſt. As we paſſed along, we tried for ſoundings, but did not find any ground with a hundred and fifty fathoms of line.

On the 31ſt, at two o'clock in the morning, the wind veered round to the weſt, and blew in violent ſqualls, accompanied with lightning and rain. In the courſe of this day, ſeveral little

birds of a brown plumage, reſembling linnets, which had been driven off the land by the ſtrong weſterly gales, flew about our ſhips. On the approach of evening, the wind coming to the north-weſt point, we directed our courſe, with the birds, to the weſt-ſouth-weſt, with a view of regaining the coaſt.

The next morning, which was the 1ſt of November, the wind ſhifted to the ſouth-eaſt, and was attended with fair weather; in conſequence of which, we obtained, with four different quadrants, forty-two ſets of diſtances of the moon from the ſun and ſtars, each ſet comprehending ſix obſervations. Theſe nearly coinciding with each other, fix, with great accuracy, our ſituation, at twelve o'clock this day, in the longitude of 141° 32′; the latitude, by obſervation, being 35° 17′. In our reckonings of the 31ſt of October, we found an error, with reſpect to latitude, of eight miles, and of ſeventeen in this day's computations; from which circumſtance, as well as from our being much more to the eaſt than we expected, we inferred, that there had been a violent current from the ſouth-weſtward.

We again made the land towards the weſt, at two o'clock in the afternoon, at the diſtance of twelve or thirteen leagues. The moſt ſoutherly land in view, which we imagined was White Point (or *Witte Hoeck*, placed by Janſen in the latitude of 35° 24′), bore weſt-ſouth-weſt half weſt.

weſt. A hummock to the northward, which had an inſular appearance, bore north-north-weſt half weſt; and within this we diſcerned from the maſt-head ſome low land, which we ſuppoſed to be Sanddown. Point, called *Sanduynege Hoeck* by Janſen, who has placed it in the latitude of 35° 55′.

We ſteered for the land till between five and ſix, when we hauled our wind to the ſouth. We obſerved, at this time, many Japaneſe veſſels, cloſe in with the land, ſome ſtanding along the ſhore, and others apparently occupied in fiſhing. We now deſcried to the weſtward a mountain of extraordinary height, with a round ſummit, riſing far inland. There is no high ground in the neighbourhood of it, the coaſt being of a moderate elevation, and, as far as the hazineſs of the horizon permitted us to judge, much broken and indented by ſmall inlets. But, to the ſouth of the hummock iſland above-mentioned, there appeared, at a conſiderable diſtance up the country, a ridge of hills, which extended towards the mountain, and might perhaps join with it.

This being the moſt remarkable hill ſeen by us near the coaſt, we were deſirous of aſcertaining its preciſe ſituation; but as we had only gained this ſingle view of it, we were obliged to content ourſelves with ſuch accuracy as our circumſtances would admit of. Its latitude we judged to be 35° 20′, and its longitude 140° 26′; the latter

being eſtimated by its diſtance from our ſhips, at this time fifteen leagues.

As the coaſt of Japan is repreſented, in the Dutch charts, as extending nine or ten leagues to the ſouth-weſt of White Point, we tacked at eight o'clock in the evening, and ſtood off to the eaſtward, with a view of weathering that point. We again tacked, at midnight, to the ſouth-weſtward, under the expectation of falling in with the coaſt to the ſouth, but were ſurprized, at eight the next morning, to ſee the hummock, at no greater diſtance than three leagues, in the direction of weſt-north-weſt. We were, at firſt, almoſt inclined to doubt the evidence of our ſenſes, and afterwards began to ſuſpect ſome deception from a reſemblance of land; but, at noon, we found, by obſervation, that we were actually in the latitude of 35° 43′, at a time when, according to our reckonings, it was 34° 48′. It therefore appeared, that, during the eight hours in which we imagined we had proceeded nine leagues to the ſouth-weſtward, we had really been carried eight leagues from the ſituation we left, in a totally oppoſite direction; which occaſioned, upon the whole, a difference of ſeventeen leagues in our computation, in that inconſiderable ſpace of time. From this error, we eſtimated, that the current had ſet, at the rate of at leaſt five knots an hour, to the north-eaſt by north. Our preſent longitude was 141° 16′,

As

As the weather had now a very threatening appearance, and the wind was at ſouth-ſouth-eaſt, we thought it adviſeable to quit the neighbourhood of the ſhore, and ſtand off towards the eaſt, that the ſhips might not be entangled with the land. We were not deceived in our prognoſtications; for, not long afterwards, a heavy gale began to blow, which continued till the ſucceeding day, and was attended with rainy and hazy weather.

On Wedneſday the 3d, in the morning, we found ourſelves, by our reckoning, at the diſtance of upwards of fifty leagues from the coaſt; which circumſtance, united to the conſideration of the very uncommon effect of currents we had already experienced, the advanced period of the year, the variable and uncertain ſtate of the weather, and the ſmall proſpect we had of any alteration for the better, induced Captain Gore to form the reſolution of leaving Japan, and proſecuting our voyage to China; particularly as he entertained hopes, that, ſince the track he intended to purſue had not yet been explored, he might perhaps find an opportunity of making amends, by ſome new and important diſcovery, for the diſappointments we had ſuſtained upon this coaſt.

If any of our readers ſhould be inclined to ſuppoſe that we relinquiſhed this object too haſtily, it may be obſerved, in addition to the facts before ſtated, that the coaſt of Japan, according to Kœmp-

Kœmpfer's deſcription of it, is the moſt dangerous in all the known world *; that it would have been exceedingly hazardous, in caſe of diſtreſs, to have run into any of the harbours of that country; where, if we may credit the moſt authentic writers, the averſion of the natives to a communication with ſtrangers, has prompted them to the commiſſion of the moſt flagrant acts of barbarity; that our veſſels were in a leaky condition; that the rigging was ſo rotten as to require continual repairs; and that the ſails were almoſt entirely worn out, and incapable of withſtanding the vehemence of a gale of wind.

As the violent currents, which ſet along the eaſtern ſhore of Japan, may perhaps be attended with dangerous conſequences to thoſe navigators, who are not acquainted with their extreme rapidity, we will here ſubjoin a ſummary account of their direction and force, as remarked by us from the 1ſt day of November to the 8th of the ſame month. On the 1ſt, at a time when we were about eighteen leagues to the eaſt of White Point, the current ſet, at the rate of three miles in an hour, to the north-eaſt and by north. On the 2d, as we made a nearer approach to the ſhore, we obſerved that it continued in a ſimilar direction, but was augmented in its rapidity to five miles an hour. As we receded from the coaſt,

* Kœmpfer's Hiſtory of Japan, vol. i. p. 92, 93, 94, and 102.

it

it again became more moderate, and inclined towards the eaſt. On the 3d, at the diſtance of ſixty leagues from the ſhore, it ſet, at the rate of three miles an hour, to the eaſt-north-eaſt. On the two following days, it turned to the ſouthward, and, at a hundred and twenty leagues from the coaſt, its direction was ſouth-eaſt, and its rate did not exceed one mile and a half in an hour. It again, on the 6th and 7th, ſhifted to the north-eaſt, and its force diminiſhed gradually till the 8th, at which time we could no longer perceive any current.

We proceeded to the ſouth-eaſtward during the 4th and 5th of November, with very unſettled weather, and much lightning and rain. On each of thoſe days we paſſed conſiderable quantities of pumice-ſtone, ſome pieces of which were taken up by our people, and found to weigh from an ounce to three pounds. We imagined that theſe ſtones had been thrown into the water, by eruptions at different periods, as many of them were entirely bare, and others covered with barnacles. At the ſame time, we had a number of porpoiſes playing round our ſhips; and ſaw ſeveral ſmall land-birds, and two wild ducks.

At break of day, on Saturday the 6th, we changed our courſe to the ſouth-ſouth-weſt; but, about eight o'clock in the evening, we were taken back, and obliged to ſtand towards the ſouth-eaſt. The next day, at noon, we ſaw a

ſmall

ſmall land-bird. At this time, our latitude, by obſervation, was 33° 52′, and our longitude 148° 42′.

On the 9th, we had a great ſwell from the eaſt-ſouth-eaſt; and our longitude was 146° 20′, and latitude 31° 46′. In the courſe of this day, we obſerved another little land-bird, a tropic bird, ſome flying-fiſh, and porpoiſes. The wind blowing from the northward, we continued to ſteer a ſouth-weſt courſe, without any memorable occurrence, till Friday the 12th, when, from the ſame quarter, a moſt violent gale aroſe, which reduced us to the mizen ſtay-ſail and fore-ſail. The weather being, at the ſame time, ſo hazy, that we could not ſee a cable's length before us, and a number of ſhoals and ſmall iſlands being repreſented, in our charts, as lying in this part of the ocean, we brought to, with our heads turned to the ſouth-weſt. This day, at noon, our latitude, by account, was 27° 36′, and our longitude 144° 25′.

On the 13th, in the morning, the wind veered to the north-weſt point, and was accompanied with fair weather; but though we were, at preſent, nearly in the ſituation attributed to the iſland of St. Juan, we perceived no appearance of land. We now bore away towards the ſouth-weſt, and ſet our top-ſails, the gale ſtill blowing with conſiderable violence. At twelve o'clock, our latitude, by obſervation, was 26°, our longitude

143°

143° 40′, and the variation 3° 50′ eaſt. In the afternoon we ſaw ſome albatroſſes and tropic birds; alſo ſeveral dolphins and flying fiſh.

We continued to paſs much pumice-ſtone; the amazing quantities of which ſubſtance, floating in the ſea betwixt Japan and the Baſhee Iſles, give reaſon to ſuppoſe, that in this quarter of the Pacific Ocean, ſome great volcanic convulſion muſt have happened; and, conſequently, afford ſome degree of probability to the opinion of Mr. Muller, (which we have mentioned in a former part of this chapter) relative to the ſeparation of the continent of Jeſo, and the diſappearance of Staten Iſland, and the Company's Land.

About ſix o'clock in the afternoon, we ſteered to the weſt-ſouth-weſt, Captain Gore deeming it uſeleſs to ſtand any longer towards the ſouth-ſouth-weſt, as we were nearly in the ſame meridian with the Ladrones, or Marianne Iſlands, and at no very conſiderable diſtance from the track of the Manilla galleons.

In the morning of Sunday the 14th, we had fine weather, and the wind, which blew moderately, ſhifted by degrees to the north-eaſt point, and proved to be the trade-wind. At ten o'clock, Mr. Trevenen, one of the young gentlemen who accompanied Captain King in the Diſcovery, after the death of Captain Clerke, ſaw land in the direction of ſouth-weſt, which had the appearance

ance of a peaked mountain. At noon, the longitude was 142° 2′, and the latitude 24° 37′.

The land in view, which we now diſcovered to be an iſland, was nine or ten leagues diſtant, bearing ſouth-weſt half weſt; and, at two o'clock in the afternoon, we deſcried another to the weſt-north-weſtward. This ſecond iſland, when viewed at a diſtance, appears like two; the ſouthern point conſiſting of a lofty hill of a conic figure, united by a narrow neck to the northern land, which is of a moderate elevation. This iſland being manifeſtly of greater extent than that to the ſouthward, we directed our courſe towards it. At four o'clock, it bore north-weſt by weſt; but, as we had not ſufficient day-light to examine its coaſt, we ſtood, during the night, upon our tacks.

The next morning, at ſix, we made ſail for the ſouthern point of the larger iſland; and, about this time, diſcovered another high iſland, in the direction of north three quarters weſt; the iſland to the ſouthward being on the ſame rhomb line, and the ſouth extreme of the iſland a-head bearing weſt by north. At nine o'clock, we were abreaſt of the middle iſland, and within the diſtance of a mile from it: but Captain Gore, finding that a boat could not land without running ſome riſque from the heavy ſurf that broke againſt the ſhore, continued his courſe to the weſtward.

The

The latitude, at noon, by obſervation, was 24° 50′, and the longitude 140° 56′.

The length of this iſland, in the direction of ſouth-ſouth-weſt and north-north-eaſt, is about five miles. Its ſouth point is an elevated barren hill, rather flat at the ſummit, and when ſeen from the weſt-ſouth-weſt, exhibits an evident volcanic crater. The ſand, earth, or rock, (for it was difficult to diſtinguiſh of which of theſe ſubſtances its ſurface was compoſed) diſplayed various colours; and we imagined that conſiderable part was ſulphur, not only from its appearance to the eye, but from the ſtrong ſulphureous ſmell perceived by us in our approach to the point. The Reſolution having paſſed nearer the land, ſeveral of the officers of that ſhip thought they diſcerned ſteams proceeding from the top of the hill. Theſe circumſtances induced Captain Gore to beſtow on this diſcovery the appellation of Sulphur Iſland.

A low and narrow neck of land unites the hill we have juſt deſcribed, with the ſouth end of the iſland, which extends itſelf into a circumference of between three and four leagues. The part bordering on the iſthmus has ſome buſhes upon it, and preſents an aſpect of verdure; but thoſe parts that are ſituate to the north-eaſt are extremely barren, and abound with large detached rocks, many of which are of great whiteneſs. Some very dangerous breakers extend about two

miles and a half to the eaſtward, and two miles to the weſtward, off the middle part of the iſland, againſt which the ſea breaks with a great degree of violence.

The north and ſouth iſlands had the appearance of ſingle mountains, of a conſiderable elevation; the former was peaked, and of a conic form; the latter more ſquare and flat at the ſummit.

Sulphur Iſland we judge to be in the latitude of 24° 48′, and the longitude of 141° 12′. The north iſland we place in the latitude of 25° 14′, and in the longitude of 141° 10′; and the ſouth iſland in the latitude of 24° 22′, and the longitude of 141° 20′.

Captain Gore now thought proper to direct his courſe to the weſt-ſouth-weſt, for the Baſhee Iſles, with the hopes of procuring, at them, ſuch a ſupply of refreſhments as might render it leſs neceſſary to continue long at Macao. Theſe iſlands received a viſit from Captain Dampier, who has given a very favourable account, as well of the civility of the natives, as of the abundance of hogs and vegetables, with which the country is furniſhed. They were afterwards ſeen by Commodore Byron and Captain Wallis, who paſſed them without landing.

For the purpoſe of extending our view in the day-time, our ſhips ſailed at the diſtance of between two and three leagues from each other;

and, during the night, we proceeded under an eaſy ſail; ſo that it was ſcarcely poſſible to avoid obſerving any land that lay in the vicinity of our courſe. In this manner we continued our progreſs, without any intereſting occurrence, having a freſh breeze from the north-eaſt, till Monday the 22d, when it augmented to a ſtrong gale, with vehement ſqualls of wind and rain, which reduced us to cloſe-reefed top-ſails.

The following day, at twelve o'clock, our latitude, by account, was 21° 5′, and our longitude 123° 20′ About ſix in the afternoon, being at the diſtance of only one and twenty leagues from the Baſhee Iſlands, according to their poſition in Mr. Dalrymple's map, and the weather being ſqually, with a thick haze, we handed the fore-top-ſail, and hauled our wind towards the north-north-weſt.

On the 24th, we had conſtant rain during the whole day, and the weather was ſtill very tempeſtuous; a heavy ſea rolled down upon us from the northward, and, in the courſe of the afternoon, we had vivid flaſhes of lightning from the ſame quarter. We continued to ſtand to the north-north-weſt till nine, when we tacked, and ſteered to the ſouth-ſouth-eaſtward, till four o'clock in the morning of Thurſday the 25th, at which time we wore. In the night there was an eclipſe of the moon; but we were prevented by the rain from making any obſervation. It un-

fortunately happened, that one of the Diſcovery's people, being occupied, at the time of the greateſt darkneſs, in ſtowing the main top-maſt ſtay-ſail, fell overboard, but immediately catching hold of a rope, which was providentially hanging out of the fore-chains into the ſea, and the ſhip being brought into the wind without delay, he was got on board with no other hurt than a trifling bruiſe on one of his ſhoulders.

The weather becoming clear at eight o'clock we bore away, but the wind ſtill blew with ſuch violence, that we did not carry any other ſail than the fore-ſail, and the main top-ſail cloſe reefed. We obſerved, about this time, a ſugar-cane, and a land-bird that reſembled a thruſh. At noon, our longitude was 121° 35′, and our latitude 21° 35′.

Our preſent ſituation, with reſpect to longitude, being to the weſt of the Baſhee Iſles, according to Mr. Dalrymple's charts, we perceived that Captain Gore was influenced, in the courſe he was now ſteering, by the ſentiments of Commodore Byron and Captain Wallis, with whom he had ſailed when they paſſed theſe iſlands, which are placed by the former near four degrees to the weſtward, or in the longitude of 118° 14′. In conſequence of this opinion, we ſtood towards the ſouth at two o'clock in the afternoon, with an intention of getting into the ſame parallel of latitude with the Baſhees, before we ſhould run down

down our longitude. We had nearly arrived in that ſituation by ſix o'clock, and ought, in conſequence, to have been within ſight of the land, according to the account of Captain Wallis, who places theſe iſlands near three degrees more to the eaſt than Commodore Byron.

The fury of the gale had not, at this time, received the leaſt diminution; and Captain Gore, being ſtill of opinion that the Baſhees were ſituated to the weſtward, brought the ſhips to, with their heads turned towards the north-weſt, under the fore-ſail and balanced mizen.

On the 26th, about ſix in the morning, the wind having, in a great meaſure, abated, we ſet our top-ſails, let out the reefs, and bore away to the weſtward. At twelve o'clock, our latitude, by obſervation, was 21° 12′, and our longitude 120° 25′. In the courſe of this day, we ſaw many tropic birds, and a flock of ducks; alſo porpoiſes and dolphins; and continued to paſs ſeveral pumice-ſtones. We ſpent the night on our tacks; and the following morning, at ſix o'clock, we again made ſail to the weſt, in ſearch of the Baſhee Iſles.

Captain King began now to entertain apprehenſions, leſt, in the proſecution of our ſearch for thoſe iſlands, we ſhould get ſo far to the ſouth as to be under the neceſſity of paſſing to leeward of the Pratas; in which caſe, it might have proved extremely difficult for ſuch bad-ſailing

veſſels as ours to fetch Macao, eſpecially if the wind ſhould continue to blow (as it now did) from the north-north-eaſt and north. The Captain having ſome doubts whether Mr. Dalrymple's maps were on board the Reſolution, made ſail and hailed her; and having informed Captain Gore of the ſituation of theſe ſhoals, and his apprehenſions of being driven too much to the ſouthward, the latter gave him to underſtand, that he ſhould continue his courſe during that day, being ſtill not without hopes of finding Mr. Byron's longitude right; and therefore ordered Captain King to ſpread a few miles to the ſouth.

The weather, at twelve o'clock, became hazy: the latitude, at that time, was 21° 2′, and the longitude 118° 30′. At ſix in the afternoon, having got to the weſt of the Baſhee Iſlands, according to Admiral Byron's account, Captain Gore hauled his wind to the north-weſtward, under an eaſy ſail, the wind blowing with great vehemence, and there being every proſpect of a tempeſtuous night.

On the 28th, at four o'clock in the morning, the Reſolution, which was then half a mile a-head of the Diſcovery, wore, and the crew of the latter ſhip, at the ſame time, perceived breakers cloſe under their lee. On the approach of day-light, we had ſight of the iſland of Prata; and, between the hours of ſix and ſeven, we ſtood towards the ſhoal, but finding ourſelves unable to

weather it, we bore away, and ran to leeward. As we paſſed along the ſouth ſide, within the diſtance of a mile from the reef, we ſaw two remarkable patches on the edge of the breakers, that had the appearance of wrecks.

At noon, the latitude, diſcovered by double altitudes, was 20° 39′; and the longitude was 116° 45′. The iſland of Prata was now three or four leagues diſtant, bearing north three quarters eaſt. Near the ſouthern extremity of the iſland, and on the ſouth-weſtern ſide of the reef, we imagined that we ſaw, from the maſt-head, ſeveral openings in the reef, which ſeemed to promiſe ſecure anchorage.

The extent of the Prata ſhoal is conſiderable; for it is about ſix leagues from north to ſouth, and extends three or four leagues to the eaſt of the iſland: its limits to the weſtward we had not an opportunity of aſcertaining. We judge its north-eaſtern extremity to be in the latitude of 20° 58′, and the longitude of 117°; and its ſouth-weſt end we place in the latitude of 20° 45′, and the longitude of 116° 44′.

We carried a preſs of ſail during the remainder of the day, and kept the wind, which now blew from the north-eaſt by north, in order to ſecure our paſſage to Macao. It was a fortunate circumſtance, that the wind favoured us towards the evening, by veering two points more to the eaſtward; for, if the wind and weather had con-

tinued the ſame as they had been in the preceding week, we think we ſhould ſcarcely have been able to have fetched that port, in which caſe we muſt have repaired to Batavia; a place we had good reaſon to dread, from the terrible havock which the unhealthineſs of the climate had occaſioned among the crews of the former veſſels that had been employed in voyages of diſcovery, and had touched there.

In the morning of Monday the 29th, we paſſed ſome Chineſe fiſhing-boats, the crews of which eyed us with marks of great indifference. In fiſhing, they make uſe of a large dredge-net, reſembling a hollow cone in ſhape, with a flat iron rim fixed to the lower part of its mouth. The net is faſtened with cords to the head and ſtern of the boat, which being left to follow the impulſe of the wind, draws the net after it, with the iron rim dragging along the bottom. We found the ſea, to our great regret, covered with the wrecks of boats which had been loſt, as we ſuppoſed, in the late ſtormy weather.

Our latitude at twelve o'clock, by obſervation, was 22° 1′; and, ſince the preceding noon, we had run a hundred and ten miles upon a north-weſt courſe. As we were now nearly in the latitude of the Lema Iſlands, we made ſail to the weſt by north, and, after we had proceeded two and twenty miles, deſcried one of them nine or ten leagues to the weſt.

At

At ſix in the afternoon, the extremes of the iſlands in view were in the direction of north-north-weſt half weſt, and weſt-north-weſt half weſt; and we were four or five leagues diſtant from the neareſt; our ſoundings being twenty-two fathoms, over a muddy bottom. We now ſlackened ſail, and kept upon our tacks for the night. The Grand Lema, according to Mr. Bayly's time-keeper, bore, from the iſland of Prata, north 60° weſt, a hundred and fifty-three miles; and, by our run, north 57° weſt, a hundred and forty-ſix miles.

The next morning, we ran along the Lema Iſles, which, like the other iſlands ſituated on this coaſt, are deſtitute of wood, and, as far as we had an opportunity of obſerving, devoid of cultivation. About nine o'clock, a Chineſe boat, which had before been with the Reſolution, came along-ſide the Diſcovery, with offers of a pilot, which, however, Captain King declined, as it was incumbent upon him to follow his conſort. Not long afterwards, we paſſed the weſternmoſt of the Lema rocks; but, inſtead of hauling up to the north of the Grand Ladrone Iſland, as was done by Lord Anſon in the Centurion, we ſailed to leeward.

We ſcarcely think it neceſſary to caution the navigator againſt taking this courſe, as the danger is ſufficiently manifeſt; for, if the wind

ſhould blow violently, and the current ſet with it, it will be highly difficult to fetch Macao. We might, indeed, by the direction of Mr. Dalrymple's chart, have ſafely gone either between the Lema Iſlands, or entirely to the northward of them, and have had the wind favourable for our reaching Macao. From our apprehenſions of miſſing that port, and being obliged to repair to Batavia, added to the ſtrong and ardent deſires of hearing intelligence from Europe, we were the more inclined to rejoice on obſerving the Reſolution ſoon after fire a gun, and diſplay her colours as a ſignal for a pilot. On the repetition of the ſignal, there was an excellent race between four Chineſe boats; and Captain Gore engaged with the perſon who arrived firſt, to conduct the ſhip to the Typa, for the ſum of thirty dollars, ſending word, at the ſame time, to Captain King, that, as he could eaſily follow him with the Diſcovery, that expence might be ſaved to him.

In a ſhort time afterwards, a ſecond pilot getting on board the Reſolution, inſiſted on guiding the ſhip; and immediately laying hold of the wheel, began to order the ſails to be trimmed. This gave riſe to a violent altercation, which was at length compromiſed, by their agreeing to divide the money between them.

At twelve o'clock, our latitude, by obſervation, was 21° 57′ north, and our longitude 114° 2′ eaſt. The Grand Ladrone iſland was, at this time, four miles diſtant, extending from north-weſt half north to north half weſt. The land, whoſe bearings we have here mentioned, was ſuppoſed by us to be one iſland; but we afterwards found that the weſtern part was an iſland laid down in Mr. Dalrymple's chart of part of the Chineſe coaſt, &c. which we had not at preſent on board.

In purſuance of the inſtructions which had been given to Captain Cook by the Lords of the Admiralty, it now became neceſſary to deſire the officers and men to deliver up their journals, and all other papers they might have in their poſſeſſion, relative to the hiſtory of the voyage. Some degree of delicacy, as well as firmneſs, ſeemed to be requiſite in the execution of theſe orders. Our commanders could not be ignorant, that moſt of the officers, and ſeveral of the ſeamen, had amuſed themſelves, in their leiſure hours, with writing accounts of our proceedings, for the purpoſe of gratifying their friends, or for their own private ſatisfaction; which they might not wiſh to have ſubmitted, in their preſent form, to the inſpection of ſtrangers. On the other hand, the Captains could not, conſiſtently with the inſtructions they had received, leave papers in

in their cuſtody, which, either by accident or deſign, might fall into the hands of printers, and thus give riſe to ſuch ſpurious and imperfect narratives of our voyage, as might tend to the diſparagement of our labours, and, perhaps, to the prejudice of officers, who might, though unjuſtly, incur the ſuſpicion of having been the authors of ſuch publications.

Captain King, therefore, aſſembled the Diſcovery's people on deck, and informed them of the orders that had been received, and the reaſons which, in his opinion, ought to induce them to yield a perfect obedience. He, at the ſame time, gave them to underſtand, that whatever papers they wiſhed not to have ſent the Lords of the Admiralty, ſhould be ſealed in their own preſence, and preſerved in his cuſtody, till the intentions of their Lordſhips, reſpecting the publication of the hiſtory of the voyage, were accompliſhed; after which, he ſaid, they ſhould be faithfully reſtored to them.

Captain King had the ſatisfaction to find, that his propoſals met with the approbation, and the ready compliance, not only of the officers, but alſo of the reſt of the ſhip's company; and every ſcrap of paper, that contained an account of any tranſactions relating to the preſent voyage, was immediately given up. The Captain obſerves upon this occaſion, that it is but doing juſtice to the

the ſeamen of this ſhip to declare, that they were the beſt diſpoſed, and the moſt obedient men he ever knew, though the greateſt part of them were very young, and had never ſerved before in a ſhip of war.

Captain Gore made the ſame propoſals to the people of the Reſolution, who inſtantly complied with them, and delivered up all their papers which had any reference to the voyage.

CHAP.

CHAP. IX.

Ignorance of the Chineſe Pilot—The Ships approach Macao—Account of the Iſle of Potoe—A Chineſe Comprador comes on board—Captain King diſpatched to Macao to viſit the Portugueſe Governor—Dependent State of the Portugueſe at Macao—Effects of the Intelligence we received reſpecting European Affairs—Alarms occaſioned at Canton—Our Ships anchor in the Typa—Captain King, his ſecond Lieutenant, &c. proceed to Canton—Bocca Tygris—Wampu—A Sampane, *or Chineſe Boat, deſcribed—Mr. King's Reception at the Engliſh Factory at Canton—An Inſtance of the ſuſpicious Character of the Chineſe—Their Method of trading exemplified—Obſervations relative to the City of Canton—Its Population—Number of* Sampanes—*Military Force of the Province of Quangtong—Streets and Houſes of Canton deſcribed—Of the Engliſh Supercargoes—Captain King viſits a Chineſe of the firſt Diſtinction at Canton—His Return to Macao—Great Demand for the Sea-Otter Skins—Earneſt Deſire of our Seamen to return to Cook's River for Skins—Plan of a Voyage for opening a Fur Trade on the Weſtern Coaſt of North-America, and making further Diſcoveries in the Neighbourhood of China and Japan—Nautical Obſervations—Price of Proviſions at Canton.*

WE continued working to windward till about ſix o'clock in the afternoon, when we let go our anchors, by the direction of the Chineſe pilot on board the Reſolution, who was of

of opinion, that the tide was now ſetting againſt us. In this particular, however, he was greatly deceived; for, upon our making the experiment, we diſcovered, that it ſet towards the north till ten o'clock. The next morning, (Wedneſday the 1ſt of December) he fell into an error of a ſimilar kind; for, at five, on the appearance of ſlack water, he directed that we ſhould get under way; but the ignorance he had before manifeſted, had put us upon our guard. We were therefore willing to be convinced, by our own obſervations, before we weighed anchor; and, on examining the tide, we found a ſtrong under-tow, in conſequence of which we were obliged to keep faſt till eleven o'clock. It appears from theſe circumſtances, that the tide had run down for the ſpace of twelve hours.

We ſtood on our tacks, during the afternoon, between the Grand Ladrone and the iſland of Potoe, having paſſed to the eaſt of the latter. The tide beginning to ebb at nine o'clock, we again caſt anchor in ſix fathoms water; the town of Macao being at the diſtance of nine or ten miles, in a north-weſt direction; and the iſle of Potoe bearing ſouth half weſt, ſix or ſeven miles diſtant.

Potoe is ſituated about two leagues to the north-north-weſt of that iſland, which, as we have already mentioned, we at firſt conſidered as a part of the Grand Ladrone. It is rocky, and

of

of ſmall extent; and off its weſtern extremity there is ſaid to be foul ground, though, when we paſſed near it, we did not perceive any.

On the 2d of December, in the morning, one of the Chineſe contractors, who are known by the appellation of *Compradors*, came on board the Reſolution, and ſold to Captain Gore as much beef as weighed two hundred pounds, together with a conſiderable quantity of eggs, oranges, and greens. The Diſcovery received a proportional ſhare of theſe articles; and an agreement was made with the *Comprador* to provide us a daily ſupply, for which, however, he inſiſted on our paying him before-hand.

As our pilot now pretended that he could conduct the ſhips no further, Captain Gore was under the neceſſity of diſcharging him; and we were left to our own guidance and direction. At two o'clock in the afternoon, the tide flowing, we took up our anchors, and worked to windward; and, at ſeven, anchored again in three fathoms and a half of water; at which time Macao bore weſt, at the diſtance of one league. This was, indeed, a very ineligible ſituation; for it was expoſed to the north-eaſt, and had ſhoal water, not exceeding two fathoms and a half in depth, to leeward; but as, in the narrative of Lord Anſon's voyage, no nautical deſcription is given of the harbour wherein the Centurion anchored, and Mr. Dalrymple's general map was on too ſmall

ſmall a ſcale to be of much ſervice in directing us, our ſhips were obliged to continue there during the whole night.

Captain Gore, in the evening, diſpatched Captain King to Macao, to pay a viſit to the Portugueſe Governor, and to requeſt the favour of his aſſiſtance in ſupplying our people with proviſions, which he imagined might be done on more moderate terms than the *Comprador* would undertake to furniſh them. Captain King, at the ſame time, took an account of the naval ſtores, of which both our ſhips were in great want, with an intention of repairing immediately to Canton, and making application to the ſervants of our Eaſt-India Company, who reſided there at that time.

Upon Mr. King's arrival at the citadel, he was informed by the fort-major, that the governor was indiſpoſed, and was therefore unwilling to receive viſitors, but that we might depend on meeting with every aſſiſtance in their power. This, however, Mr. King underſtood would be very inconſiderable, ſince they were perfectly dependent on the Chineſe, even for their daily ſupport. Indeed, the anſwer that was returned to Mr. King's firſt requeſt, furniſhed a ſufficient proof of the reduced ſtate of the Portugueſe power; for, on his ſignifying to the Major his deſire of proceeding to Canton as ſoon as poſſible, the latter acquainted him, that they could

not preſume to provide a boat for him, till permiſſion had been obtained from the *Hoppo*, or officer of the cuſtoms; and that it was neceſſary to apply, for this purpoſe, to the Chineſe government at Canton.

Captain King's mortification at ſo unexpected a delay, could be equalled only by the eager impatience with which we had ſo long waited for an opportunity of gaining information with regard to European affairs. It not unfrequently happens, that, amidſt the ardent purſuit of an object, we neglect the moſt obvious means of attaining it. This was, indeed, Mr. King's caſe at preſent; for he was returning to the ſhip in a ſtate of great dejection, when the Portugueſe officer, who accompanied him, aſked him whether he did not intend to viſit the Engliſh gentlemen at Macao. It is unneceſſary to add with what tranſport Mr. King received the intelligence conveyed to him by this queſtion; as well as with what anxious hopes and fears, what a conflict between curioſity and apprehenſion, his mind was agitated, as he and his companions walked towards the houſe of one of their countrymen. The reception they met with was by no means deficient in civility or kindneſs, though, from the ſtate of agitation they were in, it appeared to them rather cold and formal. In their inquiries, as far as regarded objects of private concern, they obtained, as was indeed to be expected, little

little or no ſatisfaction; but the occurrences of a public nature, which had happened ſince the period of our departure from England, and which now, for the firſt time, burſt all at once upon them, overwhelmed all other feelings, and almoſt deprived them, for ſome time, of the power of reflection.

The information now received by Mr. King and his attendants, being communicated to thoſe who remained on board, we continued, for ſeveral days, to queſtion each other with reſpect to the truth of it, as if deſirous of ſeeking, in doubt and ſuſpence, for that conſolation, which the reality of our misfortunes ſeemed entirely to exclude. To theſe ſenſations the moſt poignant regret ſucceeded, on finding ourſelves cut off, at ſo great a diſtance, from the ſcene, where, we ſuppoſed, the fate of contending fleets and armies was continually deciding.

The intelligence we had gained concerning the ſtate of affairs in Europe, rendered us the more anxious to accelerate our departure as much as we poſſibly could. Captain King, therefore, renewed his endeavours to procure a paſſage to Canton, but did not meet with ſucceſs at preſent. He was now informed, that the difficulty ariſing from the ſettled policy of the country, would, in all probability, be greatly augmented by an incident which had occurred a few weeks before our arrival. Captain Panton had been ſent from

Madras, in a ſhip of war of twenty-five guns, called the Sea-horſe, for the purpoſe of urging the payment of a debt which the Chineſe merchants of Canton owed to private Britiſh ſubjects in Europe and India, and which amounted, as we underſtood, to almoſt a million ſterling, including the principal and compound intereſt. With this view, he was directed to make a peremptory demand of an audience of the viceroy of Canton, which after ſome delay, and not before recourſe had been had to menaces, was at length granted. The anſwer he received, with regard to the ſubject of his miſſion, was fair and ſatisfactory: but he had no ſooner departed, than an edict was ſtuck up in the public places of the city, and on the houſes of the Europeans, prohibiting all foreigners from lending money, on any pretence whatever, to the ſubjects of the emperor of China.

This procedure had given occaſion for very ſerious alarms at Canton. The Chineſe merchants, who had contracted the debt, in oppoſition to the commercial laws of their country, and partly denied the juſtice of the demand, were apprehenſive leſt ſome intelligence of this ſhould be conveyed to Pekin; in which caſe the emperor, who is repreſented as a juſt and rigid prince, might perhaps puniſh them with the confiſcation of their property, if not with the loſs of their lives. On the other hand, the Select Committee

at

at the Engliſh factory, to whom the Preſidency of Madras had recommended, in ſtrong terms, the cauſe of the claimants, entertained violent apprehenſions of embroiling themſelves with the Chineſe government at Canton, and of occaſioning, by that means, great and perhaps irreparable detriment to the Eaſt-India Company's affairs in China. For the Mandarines, as Captain King was further informed, were conſtantly prepared to take occaſion, even on the moſt trivial grounds, to obſtruct their commerce; and it was frequently a very difficult matter, and always attended with expence, to get ſuch reſtraints taken off. Theſe impoſitions were continually augmenting; and, indeed, Mr. King found it the general opinion, in all the European factories, that they ſhould, probably, in a ſhort time, be reduced to the mortifying alternative, either of quitting their commercial intercourſe with China, or enduring the ſame indignities to which the Dutch are ſubjected in the Japaneſe dominions.

The arrival of our two ſhips, at ſuch a time, could not fail of giving riſe to freſh alarms. Captain King, therefore, finding there was no proſpect of his proceeding to Canton, diſpatched a letter to the Committee of the Engliſh Supercargoes, to inform them of the reaſon of our putting into the Tygris, and to requeſt their aſſiſtance in procuring him a paſſport, as well as in forwarding the ſtores we had occaſion for (of

which Mr. King ſent them a liſt) with all poſſible expedition.

The following morning, Captain King was accompanied on board by our countryman; who acquainting us with the ſituation of the Typa, we weighed anchor between ſix and ſeven o'clock, and ſteered towards it; but the wind failing, we again came to, at eight, in three fathoms and a half; the Grand Ladrone bearing ſouth-eaſt by ſouth, and Macao weſt-north-weſt, at the diſtance of three miles.

The Portugueze fort was here ſaluted by the Reſolution with eleven guns, and the compliment was returned by an equal number. Early in the morning of the 4th, we weighed again, and ſtood into the Typa, where we moored with the ſtream anchor and cable to the weſt.

As the *Comprador*, with whom we at firſt engaged, had taken the liberty of going off with a ſmall ſum of money, which he had received from us before-hand for the purchaſe of proviſions, we entered into an agreement with another, who ſupplied both our veſſels during the whole time of our continuance here. This was done with ſecrecy, and in the night, on pretence of its being contrary to the eſtabliſhed regulations of the port; but we were inclined to ſuſpect, that all this caution was practiſed either with a view of enhancing the price of the articles provided by him, or of ſecuring to himſelf the emoluments of his contract,

contract, without being under the neceſſity of ſharing them with the Mandarines.

On Thurſday the 9th, Captain Gore received an anſwer from the Engliſh Supercargoes at Canton, in which they promiſed to exert their moſt ſtrenuous endeavours in procuring the ſupplies of which we were in want, with all poſſible diſpatch, and aſſured him, that a paſſport ſhould be ſent for one of our officers, expreſſing their hopes, at the ſame time, that we were ſufficiently acquainted with the character of the Chineſe adminiſtration, to impute any delays, that might unavoidably occur, to their true cauſe.

The next day, an Engliſh merchant, from one of our Eaſt-Indian ſettlements, made application to Captain Gore for the aſſiſtance of a few of his people, to navigate as far as Canton a veſſel which he had purchaſed at Macao. Captain Gore, conſidering this as a good opportunity for Mr. King to repair to that city, gave orders, that he ſhould take with him his ſecond lieutenant, the lieutenant of marines, and ten ſailors.

Though this was not the exact mode in which Captain King could have wiſhed to viſit Canton, yet as it was highly uncertain when the paſſport would arrive, and his preſence might be of great ſervice in expediting the requiſite ſupplies, he did not ſcruple to go on board the veſſel, having left orders with Mr. Williamſon to prepare the Diſcovery for ſea with all convenient ſpeed, and

make ſuch additions and improvements in her upper works, as might contribute to render her more defenſible. That the ſeries of our aſtronomical obſervations might not be interrupted by his abſence, he entruſted Mr. Trevenen with the care of continuing them; as he repoſed a perfect confidence in the abilities and aſſiduity of that gentleman.

Mr. King and his attendants quitted the harbour of Macao on Saturday the 11th; and ſailing round the ſouth-eaſtern extreme of the iſland, ſteered a northerly courſe, leaving on their right-hand, as they paſſed along, Lantao Lintin, and ſeveral iſles of ſmaller extent. All theſe iſlands, as well as that of Macao, which is ſituate to the left, are totally deſtitute of wood: the land is high and unfertile, and is not inhabited, except occaſionally by fiſhermen.

As they approached the Bocca Tygris, which is near forty miles diſtant from Macao, the coaſt of China appeared to the eaſtward in ſteep white cliffs. The two forts, that command the mouth of the river, were, at this time, exactly in the ſame ſtate they were in when Lord Anſon was here. That which ſtands to the left is a fine old caſtle, environed by a grove of trees, and has a pleaſing and romantic aſpect.

The veſſel was here viſited by an officer of the cuſtoms; upon which occaſion, the perſon to whom it belonged, being apprehenſive that, if

our party ſhould be diſcovered on board, it would produce ſome alarm, and might perhaps be attended with diſagreeable conſequences, requeſted them to retire into the cabin below.

Above theſe forts, the breadth of the river is variable, the banks being flat and low, and ſubject to great inundations from the tide. The land, on both ſides, is level, and laid out in fields of rice; but, as our party advanced, it was obſerved to riſe gradually into hills of conſiderable declivity, whoſe ſides were cut into terraces, and planted with ſugar-canes, yams, ſweet potatoes, the cotton-tree, and plantains. They alſo perceived many lofty *pagodas*, diſperſed about the country, and ſeveral towns at a diſtance, ſome of which ſeemed to be of great magnitude.

Their progreſs being retarded by contrary winds, and the lightneſs of the veſſel, they did not arrive at Wampu, which is no more than nine leagues from the Bocca Tygris, till the 18th. Wampu is a ſmall town, off which the ſhips of the various nations, who trade with the Chineſe are ſtationed, in order to receive their reſpective ladings. It is aſſerted by Monſieur Sonnerat, that the river, higher up, is not ſufficiently deep for the admiſſion of veſſels that are heavily laden, even if the policy of the Chineſe had permitted Europeans to navigate them up to Canton. With reſpect to this circumſtance, however, we cannot pretend to decide, as no ſtranger, we believe,

has been allowed to inform himſelf with certainty of the truth. The little iſlands, that are ſituated oppoſite the town, are appropriated to the ſeveral factories, who have erected warehouſes for the reception of the various articles of merchandize which are brought down from Canton.

At Wampu, Captain King embarked in a *ſampane*, or Chineſe boat, and immediately proceeded to Canton, which is eight or nine miles higher up the river. Theſe *ſampanes* are the neateſt and moſt commodious boats for paſſengers that Mr. King ever ſaw. They are of different ſizes, of great breadth upon the beam, nearly flat at the bottom, and narrow at the head and ſtern, which are elevated, and embelliſhed with ornaments. The middle part, where Mr. King ſat, was arched over with a roof made of bamboo, which may, at pleaſure, be raiſed or lowered; in the ſides were ſmall windows, which had ſhutters to them; and the apartment was furniſhed with tables, chairs, and handſome mats. A ſmall waxen idol was placed in the ſtern, in a caſe of gilt leather. Before this image ſtood a pot, that contained lighted tapers made of matches, or dry chips, and gum. The fare of this boat amounted to a Spaniſh dollar.

Captain King reached Canton in the evening, and diſembarked at the Engliſh factory, where, though his arrival was wholly unexpected, he was received with every mark of civility and reſpect.

ſpect. Meſſrs. Fitzhugh, Bevan, and Rapier, compoſed, at this time, the Select Committee; and the former of theſe gentlemen acted as Preſident. They immediately gave Mr. King an inventory of thoſe ſtores with which the Eaſt-India ſhips were able to ſupply us; and though he did not entertain the ſmalleſt doubt, that the commanders were willing to aſſiſt us with whatever they could ſpare, conſiſtently with a regard to the intereſt of their employers, as well as their own ſafety, yet it was a great diſappointment to him to obſerve in their liſt ſcarcely any canvaſs or cordage, of both which articles we were chiefly in want. It afforded him, however, ſome conſolation to find that the ſtores were ready to be ſhipped, and that the proviſions we had occaſion for might be had at a day's notice.

Mr. King being deſirous of making his ſtay here as ſhort as poſſible, requeſted that the gentlemen would endeavour to procure junks or boats for him the next day, as it was his intention to quit Canton the following one: but they gave him to underſtand, that a buſineſs of that nature was not to be tranſacted with ſuch quickneſs in the Chineſe dominions; that leave muſt previouſly be obtained from the Viceroy; that application muſt be made to the *Hoppo*, or principal officer of the cuſtoms, for *chops*, or permits; and that it was not cuſtomary to grant ſuch favours without mature deliberation: in ſhort, that patience

tience was a virtue eſſentially neceſſary in China; and that they hoped they ſhould have the pleaſure of rendering the factory agreeable to him, for a few days longer than he ſeemed inclined to favour them with his company.

Though Captain King was not much diſpoſed to be pleaſed with this compliment, he could not avoid being diverted with an incident which occurred very ſeaſonably to convince him of the truth of their repreſentations, and of the ſuſpicious character that diſtinguiſhes the Chineſe. Our readers will doubtleſs recollect, that it was now upwards of a fortnight ſince Captain Gore had written to the gentlemen of the factory, to ſolicit their aſſiſtance in gaining permiſſion for one of his officers to repair to Canton. In conſequence of this application they had mentioned the affair to one of the principal Chineſe merchants of that city, who had promiſed to intereſt himſelf in our behalf, and to petition the Viceroy to grant our requeſt. This perſon came to viſit Mr. Fitzhugh, the Preſident, while he and his colleagues were converſing with Captain King on the ſubject, and informed him, with great complacency and ſatisfaction in his countenance, that he had at length met with ſucceſs in his ſolicitations, and that a paſſport would be iſſued in a few days for one of the officers of the Ladrone ſhip, or pirate. Mr. Fitzhugh immediately deſired him not to give himſelf any further trouble

in

ſn this buſineſs, as the officer (pointing to Captain King) was already arrived. The conſternation, with which the old Chineſe merchant was ſeized on hearing this intelligence, is almoſt inconceivable. His head ſunk inſtantaneouſly upon his breaſt, and the ſofa, on which he ſat, ſhook, from the violence of his emotion. Whether the Ladrone ſhip (as he called it) was the object of his apprehenſions, or his own government, Captain King could not determine; but, after he had continued a few minutes in this ſtate of agitation, Mr. Bevan begged him not to deſpair, and acquainted him with the manner in which the Captain had paſſed from Macao, the motives of his journey to Canton, and his wiſhes to quit that city as ſoon as poſſible. As this laſt circumſtance ſeemed to be particularly agreeable to the old man, Mr. King flattered himſelf that he ſhould find him diſpoſed to accelerate his departure; but he had no ſooner recovered from his conſternation, than he began to recount the unavoidable delays that would occur in our buſineſs, the difficulty of obtaining an audience of the Viceroy, the jealouſies and ſuſpicions entertained by the Mandarines with regard to our real deſigns, which, he affirmed, had riſen to an uncommon height, from the ſtrange account that we had given of ourſelves.

After Captain King had waited ſeveral days, with great impatience, for the iſſue of his negotiation,

tion, without finding that the affair was in the leaſt advanced towards a concluſion, he made application to the commander of an Engliſh country ſhip, who intended to ſail on the 25th, and who offered to take on board the men and ſtores, and to lie to, unleſs the weather ſhould prevent him, off Macao, till we could diſpatch boats to receive them out of his veſſel. He at the ſame time appriſed Captain King of the danger he might perhaps incur of being driven with them out to ſea.

While Mr. King was conſidering what ſteps he ſhould take, the commander of another country ſhip preſented him with a letter from Captain Gore, importing that he had engaged this commander to bring our party from Canton, and to deliver our ſupplies, at his own hazard, in the Typa. All difficulties being thus removed, Mr. King had leiſure to beſtow ſome attention on the purchaſe of our ſtores and proviſions, which he completed on the 26th; and, on the ſucceeding day, the whole ſtock was conveyed on board.

Captain Gore being of opinion, that Canton would be the moſt advantageous market for furs, had deſired Mr. King to take with him about twenty ſkins of ſea-otters; moſt of which had been the property of our deceaſed Commanders, and to diſpoſe of them at the beſt price he could obtain; a commiſſion which furniſhed him with an opportunity of becoming acquainted, in ſome degree,

degree, with the genius of the Chineſe for trade. Mr. King having informed ſome of the Engliſh ſupercargoes of theſe circumſtances, requeſted that they would recommend him to ſome reputable Chineſe merchant, who would at once offer him a reaſonable price for the ſkins. They accordingly directed him to a member of the *Hong*, (an appellation given to a ſociety of the principal merchants of the city) who being fully appriſed of the nature of the buſineſs, ſeemed to be ſenſible of the delicacy of Mr. King's ſituation, and aſſured him that he might rely on his integrity, and that, in an affair of this kind, he ſhould conſider himſelf as a mere agent, without ſeeking to acquire any profit for himſelf.

The ſkins being laid before this merchant, he examined them over and over again with particular attention, and at laſt informed Captain King, that he could not think of offering more than three hundred dollars for them. As the Captain was convinced, from the price at which our ſkins had been ſold in Kamtſchatka, that he had not offered one half of their value, he found himſelf obliged to drive a bargain. He therefore in his turn, demanded a thouſand dollars; the Chineſe merchant then advanced to five hundred; after which he offered Mr. King a private preſent of porcelain and tea, which amounted to a hundred more; then he propoſed to give the ſame ſum in money; and at length roſe to ſeven hun-

hundred dollars; upon which the Captain lowered his demands to nine hundred. Here, each of them declaring that he would not recede, they parted; but the Chineſe ſpeedily returned with a liſt of Eaſt-Indian commodities, which he now deſired that Mr. King would take in exchange, and which (as the Captain was afterwards informed) would have amounted in value, if faithfully delivered, to double the ſum the merchant had before offered. Finding the Captain unwilling to deal in this mode, he finally propoſed, that they ſhould divide the difference, which Mr. King, weary of the conteſt, agreed to, and received the eight hundred dollars.

Captain King, from the ill health under which he at preſent laboured, had but little reaſon to lament the very narrow bounds, within which every European at Canton is obliged, by the ſuſpicious policy of the Chineſe, to confine his curioſity. He would otherwiſe, doubtleſs, have felt himſelf extremely tantalized with living under the walls of a city of ſuch magnitude, and ſo replete with objects of novelty, without being permitted to enter it.

The accounts of Canton, as well as of the other parts of China, by Le Comte and Du Halde, moſt of our readers have, in all probability, peruſed. Theſe authors have lately been charged by Monſieur Sonnerat with having been guilty of great exaggeration; for which reaſon the ſubſequent

quent remarks, collected by Captain King from the intelligence which he received from ſeveral Engliſh gentlemen, who had reſided a long time at Canton, may not improperly be introduced.

The circumference of Canton, including the old and new town, and alſo the ſuburbs, is about ten miles. With regard to its population, Mr. King, judging of the whole from what he ſaw in the ſuburbs, is of opinion, that it falls conſiderably ſhort of an European town of equal magnitude. Le Comte has eſtimated the number of its inhabitants at one million five hundred thouſand; Du Halde at a million; and M. Sonnerat affirms he has aſcertained that their number does not exceed ſeventy-five thouſand *: but, as this gentleman has not thought proper to communicate to us the grounds on which he founded his calculation, and, beſides, ſeems to be as much inclined to depreciate whatever relates to the Chineſe nation, as the Jeſuits may be to magnify, his opinion does not lay claim to an implicit aſſent. The following particulars may perhaps enable our readers to form a judgment on this point with ſome degree of accuracy.

It is certain, that a Chineſe houſe, in general, occupies more ſpace than is commonly taken up by houſes in Europe; but the proportion of four

* "J'ai *verifié* moi-même, avec pluſieurs Chinois, la population de Canton," &c. *Voyage aux Indes Orientales et à la Chine, par M. Sonnerat*, vol. ii. p. 14.

or

or five to one, ſuggeſted by M. Sonnerat, muſt be acknowledged to go far beyond the truth. To this we may add, that a conſiderable number of houſes, in the ſuburbs of Canton, are kept only for the purpoſes of commerce, by merchants and opulent tradeſmen, whoſe families reſide entirely within the walls. On the other hand, a Chineſe family, upon an average, is more numerous than an European. A Mandarine, in proportion to his rank and property, has from five to twenty wives. A merchant has from three to five. A perſon of the latter claſs at Canton, had, indeed, five and twenty wives, and ſix and thirty children; but this was mentioned to Captain King as a very uncommon circumſtance. A wealthy tradeſman has generally two wives; and people of an inferior ſtation very rarely have more than one. They have, at leaſt double the number of ſervants employed by Europeans of the ſame rank. If, therefore, we ſuppoſe a Chineſe family to be larger by one-third, and an European houſe leſs by two-thirds, than each other, a city of China will comprehend only half the number of people contained in a town of the ſame extent in Europe. According to theſe *poſtulata*, the city and ſuburbs of Canton may contain, in all probability, about a hundred and fifty thouſand inhabitants.

Captain King found various opinions entertained reſpecting the number of inhabited *ſampanes*: but none computed them to be under forty

thouſand. They are moored in rows, cloſe to each other, a narrow paſſage being left, at intervals for the boats to paſs and repaſs on the river. The Tygris, at Canton, being of greater width than the Thames at London, and the whole river, for the ſpace of at leaſt a mile, being covered in this manner, it does not appear that this eſtimate of their number is at all exaggerated; and if it be allowed, the inhabitants in the *ſampanes* alone, each of which contains one family, muſt amount to almoſt thrice the number affirmed by M. Sonnerat to be in the whole city.

Fifty thouſand men conſtitute the military force of the province of Quangtong, of which Canton is the capital. It is aſſerted, that twenty thouſand are ſtationed in the city and its environs; and Captain King was aſſured, that, on occaſion of ſome commotion which had happened at Canton, thirty thouſand troops had been drawn together in the courſe of a few hours.

The ſtreets of this city are long, and moſt of them are narrow and deſtitute of uniformity. They are well paved with large ſtones, and, in general, kept extremely clean. The houſes are built of brick, and are only one ſtory high. They have, for the moſt part, two or three courts backwards, in which are erected the warehouſes for the reception of merchandize, and, in the houſes within the city, the apartments for the females. Some of the meaner ſort of people,

though very few have their habitations compoſed of wood.

The houſes of the European factors are built on a fine quay, having a regular façade of two ſtories towards the river. They are conſtructed, with reſpect to the inſide, partly after the Chineſe, and partly after the European mode. Adjoining to theſe are a conſiderable number of houſes which belong to the Chineſe, and are let out by them to the commanders of veſſels, and to merchants, who make only an occaſional ſtay.

As no European is permitted to take his wife with him to Canton, the Engliſh ſupercargoes live together, at a common table, which is maintained by the company; and each of them has alſo an apartment appropriated to himſelf, conſiſting of three or four rooms. The period of their reſidence rarely exceeds eight months in a year; and as, during that time, they are almoſt conſtantly occupied in the ſervice of the company, they may ſubmit, with the leſs uneaſineſs and regret, to the reſtrictions under which they live. They very ſeldom make any viſits within the walls of Canton, except on public occaſions. Indeed nothing contributed more to give Captain King an unfavourable opinion of the character of the Chineſe, than his finding, that, among ſo many perſons of ingenuous and liberal minds, as well as of amiable manners, ſeveral of whom had been reſident in that country for near fifteen ſucceſſive

ceſſive years, they had never formed any ſocial connection or friendſhip.

As ſoon as the laſt ſhip departs from Wampu, they are all under the neceſſity of retiring to Macao; but they leave behind them all the money they poſſeſs in *ſpecie*, which, Mr. King was informed, ſometimes amounts to a hundred thouſand pounds ſterling, and for which they have no other ſecurity than the ſeals of the Viceroy, the Mandarines, and the merchants of the *Hong*: a ſtriking proof of the excellent police maintained in China.

Captain King, during his continuance at Canton, accompanied one of the Engliſh gentlemen on a viſit to a perſon of the firſt diſtinction in the place. They were received in a long room or gallery, at the further end of which a table was placed, with a large chair behind it, and a row of chairs extending from it, on both ſides, down the room. The captain having been previouſly inſtructed, that the point of politeneſs conſiſted in remaining unſeated as long as poſſible, readily ſubmitted to this piece of *etiquette*; after which he and his friend were treated with tea, and ſome freſh and preſerved fruits. Their entertainer was very corpulent, had a dull heavy countenance, and diſplayed great gravity in his deportment. He had learned to ſpeak a little broken Engliſh and Portugueze. After his two gueſts had taken their refreſhment, he conducted them about his

houſe and garden; and when he had ſhewn them all the improvements he was making, they took their leave.

Captain King being deſirous of avoiding the trouble and delay that might attend an application for paſſports, as well as of ſaving the unneceſſary expence of hiring a *ſampane*, which he was informed amounted at leaſt to twelve pounds ſterling, had hitherto deſigned to go along with the ſupplies to Macao, in the country merchant's ſhip we mentioned before: but receiving an invitation from two Engliſh gentlemen, who had found means to procure paſſports for four, he accepted, together with Mr. Philips, their offer of places in a Chineſe boat, and entruſted Mr. Lannyon with the ſuperintendance of the men and ſtores, which were to ſail the following day.

On Sunday the 26th, in the evening, Captain King took his leave of the ſupercargoes, after having returned them thanks for their many favours; among which muſt be mentioned a preſent of a conſiderable quantity of tea, for the uſe of the companies of both ſhips, and a copious collection of Engliſh periodical publications. The latter proved a valuable acquiſition to us, as they not only ſerved to beguile our impatience, in the proſecution of our tedious voyage homewards, but alſo enabled us to return not wholly unacquainted with what had been tranſacting in our native country during our abſence.

At

At one o'clock in the morning of the 27th, Meſſrs. King and Philips, and the two Engliſh gentlemen, quitted Canton, and, about the ſame hour of the ſucceeding day, arrived at Macao, having paſſed down a channel ſituated to the weſt of that by which Mr. King had come up.

During the abſence of our party from Macao, a briſk traffic had been carrying on with the Chineſe for our ſea-otter ſkins, the value of which had augmented every day. One of our ſailors diſpoſed of his ſtock, alone, for eight hundred dollars; and a few of the beſt ſkins, which were clean, and had been carefully preſerved, produced a hundred and twenty dollars each. The total amount of the value, in goods and caſh, that was obtained for the furs of both our veſſels, we are confident was not leſs than two thouſand pounds ſterling; and it was the general opinion, that at leaſt two-thirds of the quantity we had originally procured from the Americans, were by this time ſpoiled and worn out, or had been beſtowed as preſents, and otherwiſe diſpoſed of, in Kamtſchatka. If, in addition to theſe facts, we conſider, that we at firſt collected the furs without having juſt ideas of their real value; that moſt of them had been worn by the ſavages from whom we purchaſed them; that little regard was afterwards ſhewn to their preſervation; that they were frequently made uſe of as bed-clothes, and likewiſe for other purpoſes,

during our cruize to the northward; and that, in all probability, we never received the full value for them in China; the benefits that might accrue from a voyage to that part of the American coaſt where we obtained them, undertaken with commercial views, will certainly appear of ſufficient importance to claim the public attention.

So great was the rage with which our ſeamen were poſſeſſed to return to Cook's River, and there procure another cargo of ſkins, by which they might be enabled to make their fortunes, that, at one time, they were almoſt on the point of proceeding to a mutiny. And Captain King acknowledges, that he could not refrain from indulging himſelf in a project, which was firſt ſuggeſted to him by the diſappointment we had met with in being compelled to leave the Japaneſe Archipelago, as well as the northern coaſt of China, unexplored; and he is of opinion, that this object may ſtill be happily attained, by means of our Eaſt-India Company, not only with trifling expence, but even with the proſpect of very beneficial conſequences. The ſtate of affairs at home, or perhaps greater difficulties in the accompliſhment of his plan than he had foreſeen, have hitherto prevented its being carried into execution; but, as the ſcheme ſeems to be well contrived, we hope the reader will not be diſpleaſed with our inſerting it here.

In the firſt place, Captain King propoſes, that the Eaſt-India Company's China ſhips ſhould, each, carry an additional number of men, making one hundred in the whole. Two veſſels, one of two hundred tons, and the other of a hundred and fifty, might, with proper notice, (as Mr. King was informed) be purchaſed at Canton; and, as victualling is as cheap there as in Europe, he has calculated that they might be completely equipped for ſea, with one year's proviſions and pay, for the ſum of ſix thouſand pounds, including the purchaſe. The expence of the requiſite articles for barter is very inconſiderable.

Mr. King particularly recommends that each of the ſhips ſhould have a forge, five tons of unwrought iron, and a ſkilful ſmith, with an apprentice and journeyman, who might occaſionally make ſuch tools, as the Indians ſhould appear to have the greateſt inclination for poſſeſſing. For, though half a dozen of the fineſt ſkins, obtained by us, were purchaſed with twelve large green glaſs beads, yet it is very certain, that the fancy of theſe people, for ornamental articles, is extremely capricious and variable; and that the only ſure commodity for their market is iron. To this might be added ſeveral bales of coarſe woollen cloth, two or three barrels of glaſs and copper trinkets, and a few groſs of large pointed caſe-knives.

The Captain propoſes two veſſels, not only for the greater ſecurity of the voyage, but becauſe ſingle ſhips ought never, in his opinion, to be ſent out for the purpoſe of diſcovery. For where riſques are frequently to be run, and uncertain and dangerous experiments tried, it can by no means be expected that ſingle ſhips ſhould venture ſo far, as where ſome ſecurity is provided againſt an unfortunate accident.

When the ſhips are prepared for ſea, they will ſail with the firſt ſouth-weſt monſoon, which uſually ſets in about the commencement of the month of April. They will ſteer a northward courſe, with this wind, along the Chineſe coaſt, beginning to make a more accurate ſurvey from the mouth of the Nankin river, or the river Kyana, in the 30th degree of latitude, which is ſuppoſed to be the remoteſt limit of this coaſt hitherto viſited by European veſſels.

The extent of the great gulph called *Whang Hay*, or the Yellow Sea, being at preſent unknown, it may be left to the Commander's diſcretion, to proceed up it as far as he may think proper: he muſt be cautious, however, not to entangle himſelf in it too far, leſt he ſhould not have ſufficient time left for the proſecution of the remainder of his voyage. The ſame diſcretion may be uſed, when he has reached the ſtraits of Teſſoi, with regard to the iſlands of Jeſo, which, if

if the wind and weather ſhould be favourable, he muſt not neglect to explore.

Having arrived in the latitude of 51° 40′, where he will make the moſt ſoutherly point of the iſle of Sagaleen, beyond which we have a conſiderable knowledge of the ſea of Okotſk, he will ſteer towards the ſouth, probably about the beginning of June, and exert his endeavours to fall in with the moſt ſouthern of the Kurile iſlands. If the accounts of the Ruſſians may be depended on, Ooroop, or Nadeſchda, will furniſh the ſhips with a commodious harbour, where they may recruit their wood and water, and provide themſelves with ſuch refreſhments as the place may afford.

About the end of June the commander will direct his courſe to the Shummagins, whence he will proceed to Cook's River, purchaſing, in his progreſs, as many ſkins as poſſible, without loſing too much time, ſince he ought to ſail again to the ſouthward, and trace the coaſt with the utmoſt accuracy between the 56th and 50th degrees of latitude, the ſpace where contrary winds drove us out of ſight of land.

It muſt here be obſerved, that Captain King conſiders the purchaſe of ſkins, in this expedition, as a ſecondary concern, for defraying the expence; and, from our experience in the preſent voyage, there is no reaſon to doubt that two hundred and fifty ſkins, each worth a hundred dol-

dollars, may be obtained without loſs of time; particularly as they will, in all probability, be met with along the coaſt to the ſouth of Cook's River.

The Commander, after having continued about three months on the American coaſt, will ſet out on his return to China in the former part of October, taking care, in his route, to avoid, as much as poſſible, the tracks of preceding navigators. All that remains to be added on this ſubject, is, that if the fur trade ſhould become an eſtabliſhed object of Indian commerce, many opportunities will occur of completing whatever may have been left unfiniſhed, in the voyage of which the outlines are here delineated.

A very ludicrous alteration took place in the dreſs of all our crew, in conſequence of the barter which the Chineſe had carried on with us for our ſea-otter ſkins. On our arrival in the Typa, not only the ſailors, but likewiſe the younger officers, were extremely ragged in their apparel; for, as the voyage had now exceeded, almoſt by a year, the time it was at firſt ſuppoſed we ſhould continue at ſea, the far greater part of our original ſtock of European clothes had been long ago worn out, or repaired and patched up with ſkins, and the different manufactures we had met with in the courſe of the expedition. Theſe were now mixed and eked out with the gayeſt ſilks and cottons that China could produce.

Mr.

Mr. Lannyon arrived on the 30th, with the ſtores and proviſions, which, without delay, were ſtowed in due proportion on board of our two veſſels. The following day, in compliance with an agreement made by Captain Gore, Mr. King ſent the Diſcovery's ſheet anchor to the country ſhip, and, in return, received the guns by which ſhe before rode.

While we remained in the Typa, Captain King was ſhewn, in the garden of an Engliſh gentleman at Macao, the rock, under which, according to the traditional accounts, Camoens, the celebrated Portugueſe poet, was accuſtomed to ſit and compoſe his Luſiad. It is an arch of conſiderable height, conſiſting of one ſolid ſtone, and forming the entrance of a grotto dug out of the elevated ground behind it. Large ſpreading trees overſhadow the rock, which commands a beautiful and extenſive proſpect of the ſea, and the iſlands diſperſed about it.

On Tueſday the 11th of January, 1780, two ſailors belonging to the Reſolution went off with a ſix-oared cutter; and though the moſt diligent ſearch was made, both that and the ſucceeding day, we never could gain any intelligence of her. It was imagined, that theſe ſeamen had been ſeduced by the hopes of acquiring a fortune, if they ſhould return to the fur iſlands.

As, during our continuance in the Typa, we heard nothing with reſpect to the meaſurement

of

of the ſhips, we may reaſonably conclude, that the point ſo ſtrongly conteſted, in Commodore Anſon's time, by the Chineſe, has, in conſequence of his courage and firmneſs, never ſince been inſiſted on.

According to the obſervations that were made while our veſſels lay here, the harbour of Macao is ſituated in the latitude of 22° 12′ north, and the longitude of 113° 47′ eaſt; our anchoring-place in the Typa, in the latitude of 22° 9′ 20″ north, and the longitude of 113° 48′ 34″ eaſt; and the variation of the compaſs was 19′ weſt. It was high water in the Typa, on the full and change days, at a quarter after five o'clock, and, in the harbour of Macao, at fifty minutes paſt five: the greateſt riſe was ſix feet one inch. The flood ſeemed to come from the ſouth-eaſt; but, on account of the numerous iſlands lying off the mouth of the river of Canton, we could not properly aſcertain that point.

CHAP.

CHAP. X.

The Ships rendered more defenſible—Orders of the French Court relative to Captain Cook—Quit the Typa—Strike Soundings on the Macclesfield Bank—Pulo Sapata deſcribed—Steer for Pulo Condore—Caſt Anchor in a Harbour of that Iſland—The Captains Gore and King land there—Captain King's Journey to the principal Town—Deſcription of the Town—Of the Habitation of the Chief—Ineffectual ſearch for the Remains of an Engliſh Fort—Copy of a French Certificate—A Mandarin, named Luco, viſits the Ships—Information received from him—The Launches diſpatched to bring away ſome Buffaloes—Singular Gentleneſs of theſe Animals towards Children—Supplies of Wood and Water—Pulo Condore deſcribed—Account of the Harbour—Animal and Vegetable Produce of the Iſland—Perſons and Diſpoſition of the Inhabitants—Preſents to the Mandarin and the Biſhop of Adran—Aſtronomical and Nautical Obſervations.

WE unmoored on the 19th of January, at twelve o'clock, and ſealed the guns, which, on board the Diſcovery, amounted at this time to ten; ſo that her people, by means of four additional ports, could fight ſeven on a ſide. In the Reſolution likewiſe, the number of guns had been

been augmented from twelve to ſixteen; and, in each of our veſſels, a ſtrong barricade had been carried round the upper works, and all other precautions taken to give our inconſiderable force a reſpectable appearance.

We conſidered it as our duty to furniſh ourſelves with theſe means of defence, though there was ſome reaſon to believe, that they had, in a great meaſure, been rendered ſuperfluous by the generoſity of our enemies. Captain King had been informed at Canton, that, in the public prints, which had laſt arrived from Great-Britain, mention was made of inſtructions having been found on board all the French ſhips of war, that had been taken in Europe, importing, that their commanders, if they ſhould happen to fall in with the ſhips which had ſailed from England under the command of Captain Cook, ſhould ſuffer them to proceed unmoleſted on their voyage. It was alſo reported, that the American Congreſs had given ſimilar orders to the veſſels employed in their ſervice. This intelligence being further confirmed by the private letters of ſome of the ſupercargoes, Captain Gore deemed it incumbent on him, in return for the liberal exceptions which our enemies had made in our favour, to refrain from embracing any opportunities of capture, which theſe might afford, and to maintain the ſtricteſt neutrality during the whole of his voyage.

Having

Having got under ſail, about two o'clock in the afternoon, the Reſolution ſaluted the fort of Macao with eleven guns; and the ſalutation was returned with an equal number. The wind failing at five, the ſhip miſſed ſtays, and drove into ſhallow water; but, an anchor being quickly carried out, ſhe was hauled off without ſuſtaining any damage.

The calm continuing, we were under the neceſſity of warping out into the entrance of the Typa, which we gained by eight in the evening, and remained there till nine o'clock the following morning; when, being aſſiſted by a freſh eaſterly breeze, we ſtood to the ſouth between Wungboo and Potoe. At twelve a Swediſh veſſel ſaluted us as ſhe paſſed us on her way to Europe. At four in the afternoon, the Ladrone was about two leagues diſtant in an eaſtern direction.

We now ſteered ſouth half eaſt, having a freſh breeze from the eaſt-north-eaſt point, without any remarkable occurrence, till the 15th at noon; at which time, our latitude being 18° 57′, and our longitude 114° 13′, and the wind ſhifting to the north, we directed our courſe rather more to the eaſtward, with a view of ſtriking ſoundings over the Macclesfield Bank. This we accompliſhed on the 16th, at eight o'clock in the evening, and found that the depth of water was fifty fathoms, over a bottom conſiſting of white ſand

and

and ſhells. We judge this part of the Macclesfield ſhoals to be in the latitude of 15° 51′, and the longitude of 114° 20′; which computation exactly coincides with the poſition aſſigned in Mr. Dalrymple's map, whoſe general accuracy was confirmed, in this inſtance, by many lunar obſervations. The variation was found, in the forenoon, to be 39′ weſt.

We had ſtrong gales from the eaſt by north, on the 17th, with a rough turbulent ſea, and gloomy weather. On the ſucceeding day, the ſea continuing to run high, and the wind to blow with violence, we changed our courſe to ſouth-weſt by ſouth; and, at twelve o'clock, being in the longitude of 112°, and the latitude of 12° 34′, we began to ſteer more to the weſtward for Pulo Sapata, of which we had ſight on the 19th, about four in the afternoon. It was, at that time, twelve or fourteen miles diſtant, bearing north-weſt by weſt.

This iſland, which is denominated *Sapata*, from its reſembling a ſhoe in figure, is ſmall, elevated, and unfertile. According to our obſervations, it is ſituated in the latitude of 10° 4′ north, and the longitude of 109° 10′ eaſt.

The fury of the gale was now ſo much augmented, and the ſea ran ſo high, that we were obliged to cloſe-reef the top-ſails. Our ſhips, during the three laſt days, had out-run their reckoning at the rate of twenty miles in a day;

and, as this could not be wholly attributed to the effects of a following ſea, we partly aſcribed it to a current, which, according to Captain King's calculations, had ſet, between the noon of the 19th, and the noon of the 20th, forty-two miles to the ſouth-ſouth-weſtward; and is taken into the account in fixing the poſition of Sapata.

Having paſſed this iſland, we ſtood to the weſtward, and, at midnight, ſounded, and found a bottom of fine ſand at the depth of fifty fathoms. The violence of the wind abating in the morning of the 20th, we let out the reefs, and directed our courſe to the weſt by ſouth for Pulo Condore. Our latitude, at noon, was 8° 46′ north, and our longitude 106° 45′ eaſt; and, between twelve and one, we had a view of that iſland, in a weſtern direction.

At four o'clock in the afternoon, the extremes of Pulo Condore, and the iſlands that are ſituated off it, bore ſouth-eaſt and ſouth-weſt by weſt; and our diſtance from the neareſt iſlands was about two miles. We ſailed to the northward of the iſlands, and ſtood towards a harbour at the ſouth-weſt end of Condore, which, having its entrance from the north-weſt, affords the beſt ſhelter during the north-eaſt monſoon. At ſix o'clock we anchored in ſix fathoms water, with the beſt bower; and the Diſcovery was kept ſteady with a ſtream anchor and cable towards the ſouth-eaſt. When moored, the extremities of

the entrance of the harbour bore weſt-north-weſt a quarter weſt, and north by weſt; the opening at the upper end bore ſouth-eaſt by eaſt three quarters eaſt; and we were about two furlongs diſtant from the neareſt part of the ſhore.

We had no ſooner let go our anchors, than Captain Gore fired a gun, with a view of giving the inhabitants notice of our arrival, and drawing them towards the ſhore; but it had no effect. Early the next morning parties were diſpatched to cut wood, as Captain Gore's principal motive for touching at this iſland was to ſupply the ſhips with that article. During the afternoon, a ſudden guſt of wind broke the ſtream-cable, by which the Diſcovery rode, and obliged her people to moor with the bower anchors.

As none of the iſlanders had yet made their appearance, notwithſtanding the firing of a ſecond gun, Captain Gore thought it adviſeable to go aſhore in ſearch of them, that we might loſe no time in opening a traffic for ſuch proviſions as the place could furniſh us with. For this purpoſe, he deſired Captain King to accompany him in the morning of the 22d; and, as the wind, at that time, blew violently from the eaſtward, they did not think it conſiſtent with prudence to coaſt in their boats to the town, which ſtands on the eaſtern ſide of the iſland, but rowed round the northern point of the harbour.

They

They had proceeded along the ſhore for the ſpace of about two miles, when perceiving a road that led into a wood, they landed. Here Captain King left Captain Gore, and, attended by a midſhipman, and four armed ſailors, purſued the path, which appeared to point directly acroſs the iſland. They paſſed through a thick wood, up a hill of conſiderable ſteepneſs, to the diſtance of a mile, when, after they had deſcended through a wood of equal extent, on the other ſide, they arrived in an open, level, ſandy country, interſperſed with groves of cabbage-palm and cocoa-nut trees, and cultivated ſpots of tobacco and rice.

Here they deſcried two huts, ſituate on the extremity of the wood, to which they directed their march. Before they came up to theſe habitations, they were obſerved by two men, who inſtantaneouſly ran away from them, notwithſtanding all the peaceable and ſupplicating geſtures our party could deviſe. On reaching the huts, Captain King, apprehending that the ſight of ſo many armed men might terrify the natives, commanded his attendants to remain without, while he entered and reconnoitred alone. In one of the huts he found an elderly man, who was in a great conſternation, and was preparing to retire with the moſt valuable of his effects that he was able to carry. Mr. King, however, found means, in a very ſhort time, ſo entirely to diſſipate his

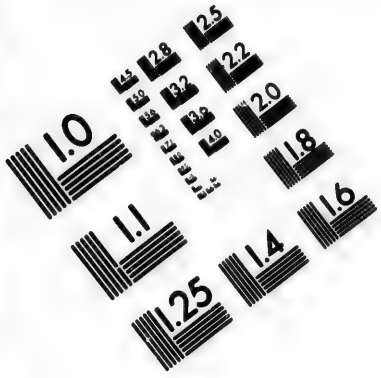
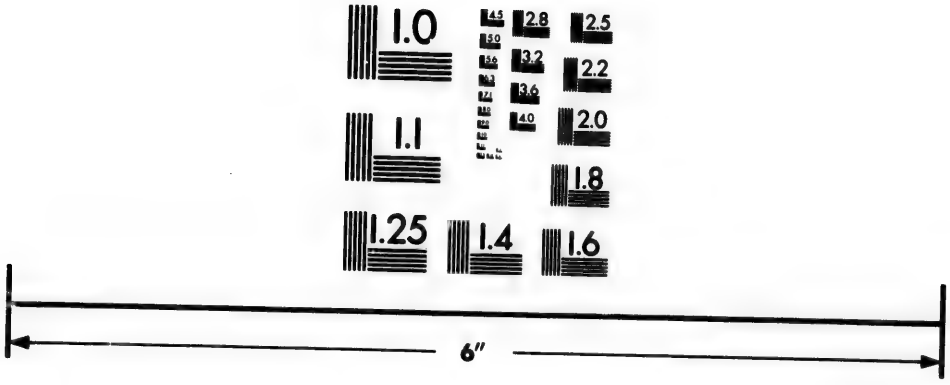


IMAGE EVALUATION TEST TARGET (MT-3)



Photographic Sciences Corporation

23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503

terrors, that he came out, and called to the two iſlanders, who were running away, to return.

Captain King and the old man now quickly came to a perfect underſtanding. A few ſigns, particularly that ſignificant one of ſhewing a handful of dollars, and then pointing to a herd of buffaloes, as well as to the fowls that were running in conſiderable numbers about the huts, left him under no doubts with reſpect to the real objects of the Captain's viſit. He immediately pointed to the ſpot where the town was ſituated, and made Mr. King comprehend, that, by repairing thither, all his neceſſities would be ſupplied.

By this time, the two fugitives had returned, and one of them was ordered by the old man to conduct our party to the town, as ſoon as an obſtacle, of which they were not aware, ſhould be removed. On their firſt leaving the wood, a herd of buffaloes, conſiſting of at leaſt twenty, ran towards them, toſſing up their heads, ſnuffing the air, and making a hideous roaring. They had followed our people to the huts, and now remained at a ſmall diſtance drawn up in a body; and the old man ſignified to Captain King, that it would be extremely dangerous for our party to move, till the buffaloes had been driven into the woods: but theſe animals had become ſo enraged at the ſight of them, that this was not accompliſhed without ſome difficulty. The men, in-

deed, were unable to effect it; but, to the ſurpriſe of Captain King and his companions, they called ſome little boys to their aſſiſtance, who ſpeedily drove the animals out of ſight. It afterwards appeared, that, in driving the buffaloes, and ſecuring them, which is done by putting a rope through a hole made in their noſtrils, it was cuſtomary to employ little boys, who, at times when the men would not venture to approach them, could ſtroke and handle them with impunity.

After the buffaloes had been driven off, our party were conducted to the town, which was about a mile diſtant; the road to it lying through a deep whitiſh ſand. It ſtands near the ſea-ſide, at the bottom of a retired bay, which affords good ſhelter during the prevalence of the ſouth-weſt monſoon.

This town is compoſed of between twenty and thirty houſes, which are built contiguous to each other. Beſides theſe, there are ſix or ſeven others diſperſed about the beach. The roof, the two ends, and the ſide that fronts the country, are conſtructed of reeds in a neat manner. The oppoſite ſide, which faces the ſea, is perfectly open; but the inhabitants, by means of a kind of ſcreens made of bamboo, can exclude or admit as much of the air and ſun as they think proper. There are likewiſe other large ſcreens, or partitions, which ſerve to divide, as occaſion may

require, the ſingle room, of which the habitation, properly ſpeaking, conſiſts, into ſeparate apartments.

The iſlander who acted as a guide to our party, conducted them to the largeſt houſe in the town, belonging to the chief, or (as the natives ſtyled him) the Captain. At each extremity of this houſe was a room, ſeparated by a partition of reeds from the middle ſpace, which was unencloſed on either ſide, and was furniſhed with partition ſcreens like the others. There was alſo a penthouſe, which projected to the diſtance of four or five feet from the roof, and ran the whole length on each ſide. Some Chineſe paintings, repreſenting perſons of both ſexes in ludicrous attitudes, were hung at each end of the middle room. In this apartment our people were requeſted to ſeat themſelves on mats, and *betel* was preſented to them.

Captain King, by producing money, and pointing at different objects that were in ſight, met with no difficulty in making one of the company, who ſeemed to be the principal perſon among them, comprehend the chief deſign of his viſit; and as readily underſtood from him, that the Chief, or Captain, was, at this time, abſent, but would quickly return; and that no purchaſe of any kind could be made without his concurrence and approbation.

Our

Our party took advantage of the opportunity afforded them by this circumſtance, to walk about the town; and did not omit ſearching, though ineffectually, for the remains of a fort, which ſome of our countrymen had built in the year 1702, near the ſpot they were now upon *. On their return to the houſe of the Captain, they were ſorry to find, that he had not yet arrived, particularly as the time which had been fixed by Captain Gore, for their return to the boat, was nearly expired. The inhabitants deſired them to protract their ſtay, and even propoſed their paſſing the night there, offering to accommodate them in the beſt manner they were able.

Mr. King had obſerved, when he was in the houſe before, (and now remarked it the more) that the perſon above-mentioned frequently retired into one of the end rooms, where he continued a ſhort time, before he anſwered the in-

* The Engliſh ſettled on this iſland in 1702, and brought with them a party of Macaſſar ſoldiers, who were hired to contribute their aſſiſtance in erecting a fort; but the preſident of the factory not fulfilling his engagement with them, they were determined upon revenge, and, one night, took an opportunity of murdering all the Engliſh in the fort. Thoſe who were without the fort, hearing a noiſe, were greatly alarmed, and running to their boats, narrowly eſcaped with their lives to the Johore dominions, where they met with very humane treatment. Some of theſe afterwards repaired to Benjar-Maſſean, in the iſland of Borneo, for the purpoſe of forming a ſettlement.

terrogatories that were put to him. This induced Mr. King to ſuſpect, that the Captain had been there the whole time, though, for reaſons with which he himſelf was beſt acquainted, he did not think proper to make his appearance. He was confirmed in this opinion, by being ſtopped as he attempted to enter the room. At length, it evidently appeared, that Mr. King's ſuſpicions were well founded; for, on his preparing to depart, the perſon who had paſſed in and out ſo many times, came from the room with a paper in his hand, and gave it to him for his peruſal; and he was not a little ſurpriſed at finding it to be a kind of certificate, written in the French language, of which the following is a tranſlation:

Peter Joſeph George, Biſhop of Adran, Apoſtolic Vicar of Cochin China, &c. The little Mandarin, who is the bearer hereof, is the real Envoy of the court to Pulo Condore, to attend there for the reception of all European veſſels whoſe deſtination is to approach this place, &c.

A Sai-Gon,
10 Auguſt, 1779.

Captain King returned the paper, with many proteſtations of our people being the Mandarin's good

good friends, and requeſted he might be informed that they hoped he would do them the favour to pay them a viſit on board the ſhips, that they might convince him of it. They now took their leave, being, upon the whole, well ſatisfied with what had happened, but full of conjectures with regard to this extraordinary French paper. Three of the inhabitants propoſing to attend them back, they readily accepted the offer, and returned by the way they had come.

Captain Gore was extremely pleaſed at ſeeing them again; for, as they had exceeded their appointed time by almoſt an hour, he began to entertain apprehenſions for their ſafety, and was preparing to march after them. He and his party had, during Mr. King's abſence, been uſefully occupied, in loading the boat with the cabbage-palm, which is very plentiful in this bay. The three guides were each preſented with a dollar, as a compenſation for their trouble; and a bottle of rum for the Mandarin was entruſted to their care. One of them thought proper to accompany our people on board.

The Captains Gore and King rejoined the ſhips at two o'clock in the afternoon; and ſeveral of our ſhooting parties returned from the woods about the ſame time, having met with no great ſucceſs, though they had ſeen a conſiderable variety of birds and other animals, ſome of which will

will be noticed in the courſe of the preſent chapter.

Six men, in a *proa*, rowed up to the ſhips at five o'clock, from the upper end of the harbour; and one of them, who was a perſon of a decent appearance, introduced himſelf to Captain Gore with an eaſe and politeneſs, which indicated that he had been accuſtomed to paſs his time in other company than what Condore afforded. He brought with him the French certificate above tranſcribed, and gave us to underſtand, that he was the Mandarin mentioned in it. He could ſpeak a few Portugueſe words; but, as none of us had learned that language, we were under the neceſſity of having recourſe to a black man on board, who was acquainted with the Malayan tongue, which is the general language of theſe iſlanders, and was underſtood by the Mandarin.

After ſome previous converſation, he informed us, that he profeſſed the Chriſtian faith, and had been baptized by the appellation of Luco; that he had been ſent to this iſland in the preceding Auguſt, from Sai-gon, the capital of Cochin-China, and had waited, ſince that time, in expectation of ſome French veſſels, which he was to conduct to a ſafe harbour, on the coaſt of Cochin-China, not above one day's ſail from Condore. We told him that we were not of the French nation, but of the Engliſh; and aſked him,

him, whether he had not heard, that thoſe two kingdoms were now at war with each other. He replied in the affirmative; but intimated to us at the ſame time, that it was a matter of indifference to him to what nation the ſhips he was directed to wait for appertained, provided their object was to enter into a traffic with the people of Cochin-China.

He now produced another paper, which he requeſted us to peruſe. This was a letter ſealed up, and addreſſed "To the Captains of any European ſhips that may touch at Condore:" Though we ſuppoſe, that this letter was particularly intended for French veſſels, yet, as the direction comprehended all European Captains, and as Luco was deſirous of our reading it, we broke the ſeal, and perceived that it was written by the ſame biſhop who wrote the certificate.

Its contents were to the following purport: "That he had reaſon to expect, by ſome intelligence lately received from Europe, that a ſhip would, in a ſhort time, come to Cochin-China; in conſequence of which news, he had prevailed on the court to diſpatch a Mandarin (the bearer) to Pulo Condore, to wait its arrival: that if the veſſel ſhould touch there, the Captain might either ſend to him, by the bearer of this letter, an account of his having arrived, or truſt himſelf to the direction of the Mandarin, who would pilot the ſhip into a commodious part in Cochin-China,

China, not exceeding a day's ſail from Pulo Condore: that if he ſhould be inclined to continue at this iſland, till the return of the meſſenger, proper interpreters ſhould be ſent back, and any other aſſiſtance, which might be pointed out in a letter, ſhould be furniſhed: that there was no occaſion for being more particular, of which the commander himſelf muſt be ſenſible." This epiſtle had the ſame date with the certificate, and was returned to Luco, without our taking any copy of it.

From the whole of the Mandarin's converſation, as well as from this letter, we had little doubt that the veſſel he expected was a French one. We found, at the ſame time, that he was ous of not loſing his errand, and was not unwilling to become our pilot. We could not diſcover from him the preciſe buſineſs which the ſhip he was waiting for deſigned to proſecute in Cochin-China. The black, indeed, who acted as our interpreter on this occaſion, was exceedingly dull and ſtupid: we ſhould, therefore, be ſorry, having ſuch imperfect means of information, to run the hazard of miſleading our readers by any of our own conjectures, relative to the object of the Mandarin's viſit to Pulo Condore. We ſhall only add, that he acquainted us, that the French veſſels might perhaps have touched at Tirnon, and from thence ſail to Cochin-China; and, as no intelligence of them had reached him, he

he imagined that this was moſt likely to have been the caſe.

Captain Gore afterwards inquired, what ſupplies could be procured from this iſland. Luco replied, that there were two buffaloes belonging to him, which were at our ſervice; and that there were conſiderable numbers of thoſe animals on the iſland, which might be purchaſed for four or five dollars each; but Captain Gore thinking that ſum very moderate, and appearing inclined to give a much greater for them, the price was ſpeedily augmented to ſeven or eight dollars.

On the 23d, early in the morning, the launches of both our ſhips were diſpatched to the town, to bring away the buffaloes which we had given orders for the purchaſe of; but they were under the neceſſity of waiting till it was high water, not being able, at any other time to make their way through the opening at the head of the harbour. Upon their arrival at the town, the ſurf broke againſt the beach with ſuch fury, that it was not without the greateſt difficulty that each of the launches brought a buffaloe on board in the evening, and the officers employed in this ſervice declared it as their opinion, that, not only from the violence of the ſurf, but alſo from the ferocity of the buffaloes, it would be highly imprudent to attempt to bring off any more this way.

We

We had procured eight of theſe animals, and were now at a loſs in what manner we ſhould get them on board. We could not conveniently kill more than juſt ſerved for one day's conſumption, as, in the climate in which we now were, meat would not keep till the next day. After conſulting with the Mandarin on this point, it was determined, that the remainder of the buffaloes ſhould be driven through the wood, and over the hill down to the bay, where our two Captains had landed the preceding day; which being ſheltered from the wind, was conſequently more free from ſurf.

This plan was accordingly executed; but the intractableneſs and amazing ſtrength of the animals rendered it a ſlow and difficult operation. The mode of conducting them was, by putting ropes through their noſtrils, and round their horns; but when they were once enraged at the ſight of our people, they became ſo furious, that they ſometimes tore aſunder the cartilage of the noſtril, through which the ropes paſſed, and ſet themſelves at liberty; at other times, they broke the trees, to which it was frequently found neceſſary to faſten them. On ſuch occaſions, all the endeavours of our men, for the recovery of them, would have been unſucceſsful, without the aid of ſome little boys, whom the buffaloes would ſuffer to approach them, and by whoſe puerile managements their rage was quickly appeaſed:

and when, at length, they had been brought down to the beach, it was by their aſſiſtance, in twiſting ropes about their legs, in the manner they were directed, that our people were enabled to throw them down, and, by that means, to get them into the boats.

A circumſtance relative to theſe animals, which we conſidered as no leſs ſingular than their gentleneſs towards children, and ſeeming affection for them, was, that they had not been a whole day on board, before they were as tame as poſſible. Captain King kept two of them, one of each ſex, for a conſiderable time, which became great favourites with the ſeamen. Thinking that a breed of animals of ſuch magnitude and ſtrength, ſome of which weighed, when dreſſed, ſeven hundred pounds, would be an acquiſition of ſome value, he intended to have brought them with him to England; but that deſign was fruſtrated by an incurable hurt which one of them received at ſea.

The buffaloes were not all brought on board before the 28th. We had no reaſon, however, to regret the time occupied in this ſervice, ſince, in that interval, two wells of excellent water had been found, in conſequence of which diſcovery, part of the companies of both ſhips had been employed in providing a competent ſupply of it. We likewiſe procured a quantity of wood; ſo that a ſhorter ſtay would be requiſite, in the

Straits

Straits of Sunda, for recruiting our ſtock of theſe neceſſary articles. A party had alſo been engaged in drawing the ſeine, at the head of the harbour, where they caught a great number of good fiſh; and another party had been buſied in cutting down the cabbage-palm, which was boiled and ſerved out with the meat. Beſides, as we obtained but an inconſiderable ſupply of cordage at Macao, the repairs of our rigging had become an object of conſtant attention, and demanded all the time we could conveniently ſpare.

Pulo Condore is elevated and mountainous, and is encompaſſed by ſeveral iſlands of inferior extent, ſome of which are about two miles diſtant, and others leſs than one mile. Its name ſignifies the iſland of calabaſhes, being derived from two Malay words, *Pulo* implying an iſland, and *Condore* a calabaſh, great quantities of which fruit are here produced. It is of a ſemi-circular form, and extends ſeven or eight miles from the moſt ſoutherly point, in the direction of north-eaſt. Its breadth, in any part, does not exceed two miles.

From the weſternmoſt extreme, the land, for the ſpace of about four miles, trends to the ſouth-eaſtward; and oppoſite this part of the coaſt ſtands an iſland, called, by Monſieur D'Après, in the *Neptune Oriental*, Little Condore, which extends two miles in a ſimilar direction. This ſituation of the two iſlands affords a ſecure and convenient

convenient harbour, the entrance into which is from the north-weſtward. The diſtance of the two oppoſite coaſts from each other is about three quarters of a mile, excluſive of a border of coral rock, running along each ſide, and ſtretching about a hundred yards from the ſhore.

The anchorage in this harbour is very good, the depth of water being from five to eleven fathoms; but the bottom is ſo ſoft and clayey, that we met with conſiderable difficulty in weighing our anchors. There is ſhallow water towards the bottom of the harbour, for the extent of about half a mile, beyond which the two iſlands make ſo near an approach to each other, that they leave only a paſſage at high water for boats. The moſt commodious watering-place is at a beach on the eaſtern ſide, where we found a ſmall ſtream that ſupplied us with fourteen or fifteen tons of water in a day.

With regard both to animal and vegetable productions, Pulo Condore is greatly improved ſince the time when it was viſited by Dampier. Neither that navigator, nor the compiler of the Eaſt-India Directory, mention any other quadrupeds than hogs, (which are ſaid to be extremely ſcarce) lizards, and guanoes; and the latter aſſerts, upon the authority of Monſieur Dedier, a French engineer, who ſurveyed this iſland about the year 1720, that none of thoſe fruits and eſculent plants, which are ſo frequently met with in the

other parts of India, are to be found here, except *chibbols* (a ſmall ſort of onion) water-melons, little black beans, ſmall gourds, and a few potatoes. At preſent, beſides the buffaloes, of which animals we were informed there were ſeveral large herds, we purchaſed from the inhabitants ſome remarkably fine hogs, of the Chineſe breed. They brought us three or four of a wild ſpecies; and our ſportſmen affirmed, that they perceived their tracks in many parts of the woods, which likewiſe abounded with monkies and ſquirrels; theſe, however, were ſo ſhy, that it was difficult to ſhoot them.

One ſpecies of the ſquirrel, here obſerved, was of a beautiful gloſſy black; and another ſort had brown and white ſtripes. This is denominated the flying-ſquirrel, from its being furniſhed with a thin membrane, reſembling the wing of a bat, which extends on each ſide of the belly, from the neck to the thighs, and, on the animal's ſtretching out its legs, ſpreads, and enables it to fly from one tree to another at a conſiderable diſtance. Great numbers of lizards were ſeen; but we do not know that any of our people ſaw the guano, or another animal which Dampier * has deſcribed as reſembling the guano, though far ſuperior in ſize.

Among the vegetable improvements of Pulo Condore, may be reckoned the fields of rice

* Dampier's Voyages, Vol. I. p. 392.

that

that were obſerved: cocoa-nuts, pomegranates, oranges, ſhaddocks, plantains, and various ſorts of pompions, were alſo found here; though, except the ſhaddocks and plantains, in no great quantities.

From what we have already mentioned, reſpecting the Biſhop of Adran, it is probable, that the iſland is indebted to the French for theſe improvements, which were introduced, perhaps, for the purpoſe of rendering it a more convenient place of refreſhment for any of their veſſels that may be deſtined for Cochin-China or Cambodia. Should they have formed, or intend to form, any ſettlement in thoſe regions, it is undoubtedly well ſituated for that purpoſe, as well as for annoying the commerce of their enemies, in time of war.

Though the woods are plentifully ſtocked with the feathered game, our ſportſmen had very little ſucceſs in their purſuit of them. One of our gentlemen was ſo fortunate as to ſhoot a wild hen; and all our ſhooting parties were unanimous in declaring, that they heard the crowing of the cocks on every ſide, which they ſaid reſembled that of our common cock, but was more ſhrill. They obſerved ſeveral of them on the wing, which, however, were extremely ſhy. The hen that was ſhot was of a ſpeckled hue, and of the ſame ſhape with a full-grown pullet of this country, though ſomewhat inferior in magnitude. Monſieur Sonnerat has, in a long diſſertation,

endeavoured to prove, that he was the firſt perſon who aſcertained the country to which this uſeful and beautiful bird belongs, and denies that Dampier met with it at this iſland.

The land near the harbour is a continued lofty hill, richly adorned, from the ſummit to the edge of the water, with a great variety of fine high trees. Among others, we ſaw that which is called by Dampier the tar-tree; but perceived none that were tapped, in the manner deſcribed by him.

The inhabitants of Pulo Condore, who are fugitives from Cochin-China and Cambodia, are not numerous. They are very ſwarthy in their complexion, of a ſhort ſtature, and of a weak unhealthy aſpect; and, as far as we had an opportunity of judging, of a gentle diſpoſition.

We continued at this iſland till Friday the 28th of January; and, when the Mandarin took his leave of us, Captain Gore gave him, at his requeſt, a letter of recommendation to the commanders of any other veſſels that might put in here. He alſo beſtowed on him a handſome preſent, and gave him a letter for the Biſhop of Adran, together with a teleſcope, which he deſired might be preſented to him as a compliment for the favours we had received, through his means, at Pulo Condore.

The latitude of the harbour at Condore is 8° 40′ north; its longitude, deduced from many lunar obſer-

obſervations, 106° 18′ 46″ eaſt; and the variation of the compaſs was 14′ weſt. At the full and change of the moon it was high water at 4^h 15^m apparent time; after which the water continued for twelve hours, without any perceptible alteration, viz. till 16^h 15^m apparent time, when the ebb commenced; and at 22^h 15^m apparent time, it was low water. The tranſition from ebbing to flowing was very quick, being in leſs than five minutes. The water roſe and fell ſeven feet four inches perpendicular.

CHAP. XI.

Departure of the Ships from Pulo Condore—See Pulo Timoan—Pulo Puiſſang—Pulo Aor—Pulo Panjang—Iſlands called Dominis—Pulo Taya—Enter the Straits of Banca—Iſland of Luſepara—Deſcription of the Country that borders on the Straits of Banca—The Siſters deſcribed—See the Iſland of Java—Enter the Straits of Sunda—Mr. Williamſon ſent on board a Dutch Ship to procure Intelligence—Anchor at Cracatoa—Deſcription of that Iſland—Proceed to Prince's Iſland—Supplies obtained there—Situation of the Watering-Place there—Unhealthy Effects of the Climate of Java—The Crew of the Reſolution in a more ſickly State than that of the Diſcovery—A ſudden Storm—Steer for the Cape of Good Hope—Anchor in Simon's Bay—The two Captains viſit the Governor of the Cape—Deſcription of Falſe Bay—Of Simon's Bay—Noah's Ark—Seal Iſland—Fruitleſs Attempt to get into Port Galway in Ireland—Steer to the North of Lewis Iſland—Anchor at Stromneſs—Concluding Remarks.

WE weighed anchor on the 28th, and had no ſooner cleared the harbour, than we ſtood to the ſouth-ſouth-weſt for Pulo Timoan. On Sunday the 30th, at twelve o'clock, our lati-

tude, by obſervation, being 5° north, and our longitude 104° 45′ eaſt, we changed our courſe to ſouth three quarters weſt, having a gentle north-eaſterly breeze, attended with fair weather.

The next morning, at two o'clock, our depth of water was forty-five fathoms, over a bottom of fine white ſand. The latitude, at this time, was 4° 4′ north, the longitude 104° 29′ eaſt, and the variation of the compaſs 31′ eaſt. We had ſight of Pulo Timoan at one in the afternoon; and, at three, it was nine or ten miles diſtant, bearing ſouth-ſouth-weſt three quarters weſt. This iſland is high and well furniſhed with wood, and has ſeveral ſmall iſles lying off it to the weſt.

At five o'clock, Pulo Puiſſang was ſeen, in the direction of ſouth by eaſt three quarters eaſt; and, at nine, the weather being foggy, and having, from the effect of ſome current, out-run our reckoning, we were cloſe upon Pulo Aor, in the latitude of 2° 46′ north, and the longitude of 104° 37′ eaſt, before we were perfectly aware of it; in conſequence of which we hauled the wind to the eaſt-ſouth-eaſtward. This courſe we proſecuted till midnight, and then ſteered ſouth-ſouth-eaſt for the Straits of Banca.

At noon, on the 1ſt day of February, the latitude was 1° 20′ north, and the longitude, deduced from a conſiderable number of lunar obſervations, was 105° eaſt. We now ſtood to the ſouth by eaſt; and, towards ſun-ſet, the weather

being clear and fine, we had a view of Pulo Panjang; the body of the iſland bearing weſt-north-weſt, and the little iſlands, ſituated to the ſouth-eaſt of it, weſt half ſouth, at the diſtance of ſeven leagues. Our latitude, at the ſame time, was 53′ north.

On Wedneſday the 2d, at eight o'clock in the morning, we tried for ſoundings, continuing the ſame practice every hour, till we had paſſed the Straits of Sunda, and ſtruck ground with twenty-three fathoms of line. At twelve, when our latitude, by obſervation, was 22′ ſouth, our longitude 105° 14′ eaſt, and our depth of water twenty fathoms, we arrived in ſight of the ſmall iſlands known by the name of Dominis, lying off the eaſtern part of Lingen, and bearing from north 62° weſt to north 80° weſt, at the diſtance of fifteen or ſixteen miles.

At this time we paſſed a great quantity of wood, drifting on the water; and, at one o'clock in the afternoon, Pulo Taya made its appearance, in the direction of ſouth-weſt by weſt, ſeven leagues diſtant. It is a ſmall elevated iſland, with two round peaks, and two detached rocks to the northward of it. When we were abreaſt of this iſland, our ſoundings were fifteen fathoms. We obſerved, during this and the preceding day, conſiderable quantities of a ſcum or ſpawn of a reddiſh hue, floating on the ſea, in a ſouthern direction.

We

We had ſight of the Three Iſlands at day-break on the 3d; and, not long afterwards, ſaw Monopin Hill, in the iſland of Banca. At twelve o'clock, this hill, which forms the north-eaſtern point of the entrance of the Straits of Banca, was ſix leagues diſtant, bearing ſouth-eaſt half ſouth. Our depth of water at that time, was ſeventeen fathoms; our latitude, by obſervation, 1° 48′ ſouth; our longitude 105° 3′ eaſt; and there was no perceptible variation in the compaſs. Having got to the weſt of the ſhoal, named Frederick Endric, we entered the ſtraits between two and three, and bore away towards the ſouth; and, in the courſe of the afternoon, Monopin Hill bearing due eaſt, we aſcertained its latitude to be 2° 3′ ſouth, and its longitude 105° 18′ eaſt.

About nine in the evening, a boat came off from the Banca ſhore; but, after the crew had rowed round the ſhips, they immediately went away. We hailed them, in the Malayan tongue, to come on board, but no anſwer was returned. At midnight, finding there was a ſtrong tide againſt us, we let go our anchors in twelve fathoms water, Monopin Hill bearing north 29° weſt.

In the morning of the 4th, after meeting with ſome difficulty in weighing our anchors, by reaſon of the ſtiff tenacious quality of the ground, we proceeded down the ſtraits with the tide, the incon-

inconſiderable wind we had from the north dying away as the day advanced. At twelve o'clock, the tide beginning to make againſt us, and there being a perfect calm, we caſt anchor in thirteen fathoms water, at the diſtance of about one league from what is denominated the Third Point, on the Sumatra ſhore; Monopin Hill bearing north 54° weſt, and our latitude being 2° 22′ ſouth, longitude 105° 38′ eaſt.

We weighed at three in the afternoon, and continued our courſe through the ſtraits with a gentle breeze. At eight o'clock, we were abreaſt of the Second Point, which we paſſed within two miles, in ſeventeen fathoms water; a ſufficient proof, that veſſels may border upon this point with ſafety. About midnight, we anchored again, on account of the tide, in thirteen fathoms; Mount Permiſſang, in the iſland of Banca, being in the direction of north 7° eaſt, and the Firſt Point bearing ſouth 54° eaſt, at the diſtance of nine or ten miles.

The next morning we weighed anchor, and ſtood on to the ſouth-eaſtward; and, at ten o'clock, we paſſed a ſmall ſhoal, ſituated in a line with the iſland of Luſepara and the Firſt Point, and five miles diſtant from the latter. At twelve, Luſepara bearing ſouth 57° ½ eaſt, at the diſtance of four miles, its latitude was determined by us to be 3° 10′ ½ ſouth, and its longitude 106° 15′ eaſt. The difference of longitude between the

iſland

iſland of Luſepara, which ſtands in the ſouthern entrance of the Straits of Banca, and Monopin Hill, which forms one ſide of the northern entrance, we found to be 55′.

In paſſing theſe ſtraits, ſhips may make a nearer approach to the coaſt of Sumatra than to that of Banca. There are ten, eleven, twelve, or thirteen fathoms, free from ſhoals and rocks, at the diſtance of two or three miles from the coaſt; the lead, however, is the moſt certain guide. The country, even to the edge of the water, is covered with wood; and the ſhores are ſo low, that the land is overflowed by the ſea, which waſhes the trunks of the trees. To this flat and marſhy ſituation of the Sumatra ſhore, may be aſcribed thoſe thick fogs and vapours, which were every morning perceived by us, not without ſome degree of dread and horror, to hang over the iſland, till they were diſſipated by the ſolar rays. The ſhores of Banca are much bolder, and the inland country riſes to a moderate elevation, and ſeems to abound with wood. We frequently obſerved fires on this iſland during the night; but none on the oppoſite coaſt. The tide runs at the rate of between two and three miles an hour through the ſtraits.

On Sunday the 6th, in the morning, we paſſed to the weſt of Luſepara, at the diſtance of four or five miles; our ſoundings, in general, being five or ſix fathoms, and never leſs than four. We after-

afterwards ſtood to the ſouth by eaſt; and having increaſed our depth of water to ſeven fathoms, and brought Luſepara to bear due north, we changed our courſe to ſouth by weſt, frequently making uſe of the lead, and hauling out a little, whenever we happened to ſhoal our water. We ſtill found the ſoundings on the ſide of Sumatra to be regular, and ſhoaling gradually, as we came nearer the ſhore.

At five o'clock in the afternoon, we deſcried the Siſters, in the direction of ſouth by weſt half weſt; and, at ſeven, we caſt anchor in ten fathoms water, near three leagues to the northward of thoſe iſlands. The weather was cloſe and ſultry, with light winds, blowing, for the moſt part, from the north-weſt, but occaſionally ſhifting round to the north-eaſt; and, in the courſe of the night, much lightning was obſerved over Sumatra.

The following morning, at five, we weighed and made ſail; and, in three hours afterwards we were cloſe in with the Siſters. Theſe are two iſlands of very ſmall extent, plentifully ſtocked with wood, ſituate in the latitude of 5° ſouth, and the longitude of 106° 12′ eaſt, nearly ſouth and north from each other, and encompaſſed by a reef of coral rocks; the whole circuit of which is four or five miles. At twelve o'clock, we had ſight of the iſland of Java; the north-weſtern extreme of which (Cape St. Nicholas) bore ſouth;

North

North Iſland, near the ſhore of Sumatra, ſouth 27° weſt; and the Siſters north 27° eaſt, at the diſtance of twelve or thirteen miles. Our latitude, at the ſame time, was 5° 21′ ſouth, and our longitude 105° 57′ eaſt.

About four in the afternoon, we perceived two veſſels in the Straits of Sunda; one of which lay at anchor near the Mid-channel Iſland, the other nearer the ſhore of Java; and, as we did not know to what nation they might belong, we thought proper to prepare our ſhips for action. At ſix o'clock, we dropped our anchors in twenty-five fathoms water, about four miles eaſt by ſouth from North Iſland. Here we remained the whole night, during which we had very heavy thunder and lightning to the north-weſt; the wind blowing in light breezes from the ſame quarter, attended with violent rain.

On the 8th, about eight o'clock in the morning, we weighed, and proceeded through the Straits of Sunda, the tide ſetting towards the ſouth, as it had done all the preceding night. At ten, the wind failing, we anchored again in thirty-five fathoms; an elevated iſland, or rather rock, named the Grand Toque, bearing ſouth by eaſt. Being, at that time, not above two miles from the ſhips before mentioned, which now hoiſted Dutch colours, Captain Gore ſent a boat on board to procure intelligence. The rain ſtill con-

continued, accompanied with thunder and lightning.

The boat returned eaſily in the afternoon, with information, that the larger of the two veſſels was a Dutch Eaſt-Indiaman, bound for Europe; and the other, a packet from Batavia, with inſtructions for the ſeveral ſhips lying in the Straits. It is cuſtomary for the Dutch ſhips, when their cargoes are almoſt completed, to quit Batavia, on account of its very unwholeſome climate, and repair to ſome of the more healthy iſlands in the Straits, where they wait for their diſpatches, and the remainder of their lading. The Indiaman, notwithſtanding this precaution, had loſt four men, ſince ſhe had left Batavia, and had as many more whoſe lives were deſpaired of. She had remained here a fortnight, and was now on the point of proceeding to Cracatoa to take in water, having juſt received final orders by the packet.

At ſeven o'clock the next morning, we weighed anchor, and ſteered to the ſouth-weſtward through the Straits, taking care to keep cloſe in with the iſlands on the Sumatra ſhore, for the purpoſe of avoiding a rock near Mid-channel Iſland, which was ſituated on our left.

Between ten and eleven, Captain King was ordered by Captain Gore to make ſail towards a Dutch veſſel that now came in ſight to the ſouthward, and which we imagined was from Europe; and, according to the nature of the information

that

that might be obtained from her, either join him at Cracatoa, where he deſigned to ſtop, in order to furniſh the ſhips with arrack; or to proceed to the ſouth-eaſtern extremity of Prince's Iſland, and there provide a ſupply of water, and wait for him. In compliance with theſe inſtructions, Captain King bore down towards the Dutch ſhip, which, in a ſhort time after, caſt anchor to the eaſtward; when the current ſetting with great force in the Straits to the ſouth-weſt, and the wind ſlackening, Mr. King was unable to fetch her: having therefore got as near her as the tide would allow, he alſo anchored. He immediately ſent Mr. Williamſon, in the cutter, with orders to get on board the Dutch veſſel, if poſſible; but, as ſhe lay at the diſtance of almoſt a mile, and the tide ran with great rapidity, the boat dropped faſt aſtern; in conſequence of which, Captain King having made the ſignal to return, began, without delay, to veer away the cable, and ſent out a buoy aſtern, to aſſiſt the boat's crew in getting on board again.

Our poverty, with reſpect to cordage, was, on this occaſion, very conſpicuous; for there was not, in the Diſcovery's ſtore-room, a ſingle coil of rope, to fix to the buoy; ſo that her people were under the neceſſity of veering away two cables, and the greater part of their running rigging, before the boat, which was driving very rapidly to the ſouthward, could fetch the buoy.

Captain

Captain King was now obliged to wait till the force of the tide ſhould abate; and this did not happen till the following morning, when Mr. Williamſon went on board the Dutch ſhip, and was informed, that ſhe had been ſeven months from Europe, and three from the Cape of Good Hope; that, before her departure, the kings of France and Spain had declared war againſt his Britannic Majeſty; and that ſhe had left Sir Edward Hughes at the Cape, with a ſquadron of men of war, and alſo a fleet of Eaſt-India ſhips. Mr. Williamſon being, at the ſame time, aſſured, that the water of Cracatoa was extremely good, and that the Dutch always preferred it to that of Prince's Iſland, Captain King determined to rejoin the Reſolution at the former place. He therefore, taking the advantage of a fair breeze, weighed, and made ſail towards the iſland of Cracatoa, where he ſoon after perceived her at anchor; but the tide ſetting forcibly againſt him, and the wind failing, he again thought proper to caſt anchor, at the diſtance of near two leagues from the Reſolution, and immediately diſpatched a boat on board, to communicate to Captain Gore the intelligence procured by Mr. Williamſon.

When the Reſolution ſaw her conſort preparing to come to, ſhe fired her guns, and diſplayed the ſignal for leading a-head, by hoiſting an Engliſh jack at the enſign ſtaff. This was intended to prevent the Diſcovery's anchoring, on account of the

the foul ground, which the maps on board the Reſolution placed in this ſituation. However, as Captain King met with none, but, on the contrary, found a muddy bottom, and good anchoring-ground, at the depth of ſixty fathoms, he remained faſt till the return of the boat, which brought him orders to proceed to Prince's Iſland the enſuing morning. He was, at this time, about two miles diſtant from the ſhore; the peak of Cracatoa bearing north-weſt by north, Prince's Iſland ſouth-weſt by weſt, and Bantam Point eaſt-north-eaſt half eaſt.

Cracatoa is the ſouthernmoſt of a cluſter of iſlands lying in the entrance of the ſtraits of Sunda. It has a lofty peaked hill at its ſouthern extremity *, which is ſituated in the latitude of 6° 9′ ſouth, and the longitude of 105° 15′ eaſt. The whole circumference of the iſland does not exceed nine miles. Off its north-eaſtern extreme is a ſmall iſland, forming the road where the Reſolution anchored; and within a reef running off the ſouthern end of the latter, there is tolerable ſhelter againſt all northerly winds, with twenty-ſeven fathoms water in the mid-channel, and eighteen near the reef. Towards the north-weſt,

* The iſland of Sambouricou, or Tamarin, which ſtands twelve or thirteen miles to the northward of Cracatoa, may eaſily be miſtaken for the latter, ſince it has a hill of nearly the ſame figure and dimenſions, ſituate likewiſe near its ſouth end.

there is a narrow paſſage between the two iſlands for boats.

The ſhore that conſtitutes the weſt ſide of the road, runs in a north-weſterly direction, and has a bank of coral extending into the ſea, about a third of the length of a cable, which renders landing difficult for boats, except at the time of high water; but the anchoring-ground is very good, and clear of rocks. The place where the Reſolution procured a ſupply of water is a ſmall ſpring, abreaſt of the ſouthern extreme of the ſmall iſland, at no great diſtance from the ſea-ſide. To the ſouthward there is a ſpring, whoſe water is extremely hot, and is uſed by the inhabitants as a bath. Whilſt we lay off the ſouth end of this iſland, the maſter was ſent aſhore, in a boat, to ſearch for water; but, after he had landed with ſome difficulty, he returned without ſucceſs.

Cracatoa conſiſts of elevated land, gradually riſing on all ſides from the ſea; and is entirely covered with trees, except a few ſpots which have been cleared by the natives for the purpoſe of forming rice fields. The population of the iſland is very inconſiderable. Its Chief is dependent on the King of Bantam, to whom the Chiefs of all the other iſlands in the ſtraits are alſo ſubject. The coral reefs afford ſmall turtles in abundance; but other refreſhments are exceedingly ſcarce, and are ſold at a very exorbitant price. This

iſland

iſland is conſidered as very healthy, in compariſon of the neighbouring countries.

The latitude of the road where the Reſolution caſt anchor is 8° 6′ ſouth; its longitude, by obſervation, 105° 36′ eaſt, and, by Mr. Bayly's time-keeper, 104° 48′ eaſt. The variation of the compaſs was 1° weſt. It is high water, on the full and change days, at ſeven o'clock in the morning; and the water riſes three feet two inches perpendicular.

About eight in the evening the wind began to blow freſh from the weſt, accompanied with violent thunder, lightning, and rain. The next morning (the 11th) at three o'clock, Captain King weighed anchor, and ſteered for Prince's Iſland; but the weſterly wind dying away, a breeze from the ſouth-eaſt ſucceeded, and the tide, at the ſame time, ſetting with great force to the ſouth-weſtward, he was prevented from fetching the iſland, and obliged, at two in the afternoon, to anchor at the diſtance of nine or ten miles from it, in ſixty-five fathoms water, over a muddy bottom; the elevated hill bearing ſouth-weſt by ſouth, and the peak of Cracatoa north by eaſt.

Light airs and calms prevailed till ſix o'clock the following morning, at which time the Diſcovery weighed and made ſail, though, in heaving the anchor out of the ground, the old meſſenger was twice broken, and alſo a new one.

This, however, was entirely owing to the miſerable ſtate of the cordage, ſince the ſtrain was not very conſiderable.

The wind being fair, ſhe came to an anchor, at twelve o'clock, off the ſouth-eaſtern extremity of Prince's Iſland, in twenty-ſix fathoms water, over a bottom of ſand, at the diſtance of half a mile from the neareſt part of the ſhore; the eaſt end of the iſland bearing north-north-eaſt, the high peak north-weſt half weſt, and the moſt ſoutherly point in view ſouth-weſt by ſouth.

The Diſcovery had no ſooner anchored, than Lieutenant Lannyon, who had been at this iſland, in the year 1770, with Captain Cook, was diſpatched, in company with the maſter, to ſearch for the watering-place. The brook from which the Endeavour, according to the beſt of Mr. Lannyon's recollection, had been furniſhed, was now found extremely ſalt. They obſerved further inland a dry bed, where the water had probably lodged in rainy ſeaſons; and another run, about a cable's length below, ſupplied from a ſpacious pool, whoſe bottom, as well as ſurface, was covered with dead leaves. This, though ſomewhat brackiſh, being far ſuperior to the other, the Diſcovery's people began watering here early in the morning of the 13th, and finiſhed that ſervice the ſame day.

The inhabitants, who came to them ſoon after they had anchored, brought a conſiderable quantity

tity of fowls, and ſome turtles; the laſt, however, were in general very ſmall. During the night, it rained with great violence; and on Monday the 14th, at day-break, the Reſolution was ſeen to the north, ſteering towards the iſland, and, about two o'clock in the afternoon, ſhe caſt anchor cloſe to the Diſcovery.

As Captain Gore had not completed his ſtock of water at Cracatoa, he ſent his men aſhore on the 15th, who repaired to the brook that was firſt mentioned, which was now become perfectly ſweet in conſequence of the rain, and flowed in great abundance. This being a treaſure too valuable to be diſregarded, Captain King gave orders, that all the caſks which the ſeamen of his ſhip had before filled ſhould be ſtarted, and repleniſhed with the freſh water. This was accordingly performed by twelve o'clock the next day; and in the evening the decks were cleared, and both veſſels prepared for ſea.

We had heavy rains, and variable winds, in the morning of the 18th, which prevented us from getting under way till two o'clock in the afternoon, when a light northerly wind aroſe; but this being of ſhort duration, we were under the neceſſity of anchoring again, at eight in the evening, in fifty fathoms water. The following morning, at the ſame hour, being favoured by a north-weſterly breeze, we broke ground, to our extreme ſatisfaction, for the laſt time in the ſtraits

of Sunda; and, on the 20th, we had totally loſt ſight of Prince's Iſland.

As this iſland has been deſcribed by Captain Cook in the narrative of a former voyage, we ſhall only add, that we were uncommonly ſtruck with the great general reſemblance of the natives in point of complexion, figure, manners, and even language, to the inhabitants of the various iſlands viſited by us in the Pacific Ocean.

The country is ſo plentifully furniſhed with wood, that, notwithſtanding the quantities annually cut down by the crews of the veſſels which touch at this iſland, there is no appearance of its diminution. We were well ſupplied with fowls of a moderate ſize, and ſmall turtles; the former of which we purchaſed at the rate of a Spaniſh dollar for ten. The natives likewiſe brought us many hog-deer, and an amazing number of monkies, to our great annoyance, as the greater part of our ſailors found means to procure one, if not two, of theſe troubleſome and miſchievous animals.

If Mr. Lannyon had not been with us, we ſhould probably have met with ſome difficulty in finding the watering-place: it may, therefore, not be improper to give a particular deſcription of its ſituation, for the benefit of ſubſequent navigators. The peaked hill on the iſland bears north-weſt by north from it; a remarkable tree, which grows on a coral reef, and is entirely detached

tached from the adjacent ſhrubs, ſtands juſt to the north of it; and a ſmall plot of reedy graſs, the only piece of the kind that appears hereabouts, may be ſeen cloſe by it. Theſe marks will indicate the place where the pool diſcharges itſelf into the ſea; but the water here, as well as that which is in the pool, being in general ſalt, the caſks muſt be filled about fifty yards higher up; where, in dry ſeaſons, the freſh water which deſcends from the hills, is in a great meaſure loſt among the leaves, and muſt therefore be ſearched for by clearing them away.

The latitude of the anchoring-place at Prince's Iſland is 6° 36′ 15″ ſouth, and its longitude 105° 17′ 30″ eaſt. The variation of the compaſs was 54′ weſt; and the mean of the thermometer 83°.

We had begun to experience, from the time of our entering the ſtraits of Banca, the pernicious effects of this noxious climate. Two of the Diſcovery's people became dangerouſly ill of malignant putrid fevers; which, however, were prevented from being communicated to others, by putting the patients apart from the reſt of the crew, in the moſt airy births. Many of us were attacked with diſagreeable coughs; ſeveral complained of violent pains in the head; and even the moſt healthy perſons among us felt a ſenſation of ſuffocating heat, accompanied with an extreme languor, and a total loſs of appetite.

Though our ſituation, however, was for a time thus uneaſy, and even alarming, we had, at laſt, the inexpreſſible ſatisfaction of eſcaping from theſe deſtructive ſeas without the loſs of a ſingle life. This circumſtance, in all probability, was partly owing to the vigorous health of the ſhip's companies, on our firſt arrival in theſe parts, as well as to the unremitting attention, that was now become habitual in our men, to the prudent and ſalutary regulations introduced among us by Captain Cook.

At the time of our departure from Prince's Iſland, and during our whole paſſage from thence to the Cape of Good Hope, the people of the Reſolution were in a far more ſickly condition than thoſe of the Diſcovery. For though many of the crew of the latter ſhip continued, for ſome time, to complain of the effects of the peſtilential climate they had left, they all happily recovered. Of the two who had been afflicted with fevers, one, after having been ſeized, on the 12th of February, with violent convulſions, which reduced him to the verge of diſſolution, obtained ſuch relief from the application of bliſters, that he was out of danger in a ſhort time afterwards: the other recovered, but by more ſlow degrees. On board the Reſolution, beſides the fevers and coughs under which the greater part of the crew laboured, many were attacked with fluxes, the number of whom, contrary to our expectations,

continued

continued to augment till our arrival at the Cape of Good Hope.

This difference was partly aſcribed by Captain Gore, and probably not without good reaſon, to the Diſcovery's fire-place being between decks; the heat and ſmoke of which, he was of opinion, contributed to mitigate the noxious effects of the damp nocturnal air. But Captain King was rather inclined to imagine, that his people eſcaped the flux by the precautions which were taken to prevent their receiving it from others. For, if ſome kinds of fluxes be, as he apprehended they were, contagious, he thought it not improbable that the crew of the Reſolution caught this diſorder from the Dutch veſſels at Cracatoa. For the purpoſe of avoiding this danger, Mr. Williamſon, when he was diſpatched to the Eaſt-Indiaman in the entrance of the ſtraits of Sunda, was ſtrictly commanded to ſuffer none of his people, on any account whatever, to go on board; and afterwards, whenever the Diſcovery had occaſion to have any communication with her conſort, the ſame caution was continually obſerved.

As ſoon as we were clear of Prince's Iſland, we had a light breeze from the weſt-north-weſt point. This, however, was not of long duration; for, on the 20th, the wind again became variable, and remained ſo till the 25th at noon, when it blew freſh from the northward, with ſqualls.

On

On Tueſday the 22d, about twelve o'clock, when our latitude was 10° 28′ ſouth, and our longitude 104° 14′ eaſt, we perceived great numbers of boobies, and other birds that ſeldom fly to any great diſtance from land. Hence we conjectured, that we were not far from ſome ſmall unknown iſland.

The wind, in the evening of the 25th, ſhifted ſuddenly to the ſouth, attended with heavy rains, and blew with very conſiderable violence. During the night, almoſt all the ſails we had bent gave way, and moſt of them were ſplit to rags; the rigging likewiſe ſuſtained material injury; and, the following day, we were under the neceſſity of bending our laſt ſuit of ſails, and of knotting and ſplicing the rigging, as the whole of our cordage was expended. We aſcribed this ſudden tempeſt to the change from the monſoon to the regular trade-wind. We had made, according to our reckoning, about 4° ½ of longitude weſt from Java Head, and our latitude was about 13° 10′ ſouth.

From the 26th of February to the 28th of the ſucceeding month, we had a regular trade-wind from the ſouth-eaſt to eaſt by ſouth, accompanied with fine weather; and, as we ſailed in an old beaten track, no incident worthy of notice occurred. On the 28th of March, in the forenoon, our latitude being 31° 42′ ſouth, and our longitude 35° 26′ eaſt, the trade-wind quitted us in a violent

violent thunder ſtorm. From this time to the 3d day of April, when we were in the latitude of 35° 1′ ſouth, and the longitude of 26° 3′ eaſt, we had moderate winds, blowing principally from the ſouth. A freſh eaſterly breeze then aroſe, which continued till the afternoon of the 4th; and, for the two following days, a calm prevailed.

Captain Gore had hitherto deſigned to proceed directly to the iſland of St. Helena, without ſtopping at the Cape of Good Hope; but, as the Reſolution's rudder had been, for ſome time, complaining, and, on examination, was found to be in a dangerous ſtate, he formed the reſolution of repairing immediately to the Cape, as being the moſt eligible place, both for providing a new main-piece to the rudder, and for the recovery of his ſick.

From the 21ſt day of March, when our latitude was 27° 22′ ſouth, and our longitude 52° 25′ eaſt, to the 5th of April, when we were in the latitude of 36° 12′ ſouth, and the longitude of 22° 7′ eaſt, we ſtrongly felt the influence of the currents, which ſet towards the ſouth-ſouth-weſt, and ſouth-weſt by weſt, ſometimes at the rate of eighty miles in a day. But, on the 6th of April, we totally loſt them, having got under the lee of the coaſt of Africa.

In the forenoon of the 6th, a veſſel appeared to the ſouth-weſt, ſtanding towards us; and, the wind, not long after, beginning to blow from the ſame

ſame quarter, we prepared our ſhips for action. We now perceived, from the maſt-head, five more ſail on our lee-bow, ſteering an eaſterly courſe; but the weather becoming hazy, we loſt ſight of them all in the ſpace of an hour. At twelve o'clock, the latitude was 35° 49′ ſouth, and the longitude 21° 32′ eaſt.

The following morning, at ſeven o'clock, we deſcried the land to the north at a conſiderable diſtance. On the 8th, the wind blew freſh from the north-weſt, with ſqualls. The next day it ſettled in the weſtern point, and we made a pretty near approach to the veſſel ſeen on the 6th, but did not hail her. Though ſhe was clumſy in figure, and, to all appearance, was unſkilfully managed, ſhe greatly out-ſailed us. The colours which ſhe hoiſted differed from any we had ſeen, and were ſuppoſed by ſome of us to be Imperial; but others imagined they were Portugueſe.

On Monday the 10th, at break of day, the land again made its appearance to the north-north-weſtward; and, in the courſe of the morning, a ſnow was ſeen bearing down to us. She proved to be an Engliſh Eaſt-India packet, which had quitted Table-Bay three days before, and was now cruiſing with inſtructions for the China fleet, and other India ſhips. She informed us, that Monſieur Trongoller's ſquadron, conſiſting of half a dozen ſail, had left the Cape about three weeks before, and was gone to cruiſe off

St.

St. Helena, in ſearch of our Eaſt-India fleet. From this intelligence we conjectured, that the five veſſels we had ſeen ſteering to the eaſtward, probably belonged to the French ſquadron, which, in that caſe, had relinquiſhed their cruiſe, and were, perhaps, proceeding to the iſland of Mauritius. Having communicated our conjectures to the packet, and likewiſe mentioned the time we underſtood the China fleet was to ſail from Canton, we left her, and continued our progreſs towards the Cape. In the evening, Falſe Cape bore eaſt-north-eaſt, and the Gunner's-Quoin north by eaſt; but we were prevented by the wind from getting into Falſe Bay, till the evening of the 12th, when we let go our anchors a-breaſt of Simon's Bay. We obſerved a ſtrong current ſetting to the weſt, round the Cape, which, for ſome time, we were barely able to ſtem, with a breeze that would have carried us four miles an hour.

We weighed the next morning, and ſtood into Simon's Bay. At eight o'clock, we came to anchor, at the diſtance of one-third of a mile from the neareſt ſhore; the ſouth-eaſt point of the bay bearing ſouth by eaſt, and Table Mountain north-eaſt half north. We found the Naſſau and Southampton Eaſt-Indiamen lying here, in expectation of a convoy for Europe. The Reſolution ſaluted the fort with eleven guns, and was complimented with an equal number in return.

As ſoon as we had caſt anchor, Mr. Brandt, the governor of this place, favoured us with a viſit. This gentleman had the higheſt regard and eſteem for Captain Cook, who had been his conſtant gueſt, whenever he had touched at the Cape; and though he had, ſome time before, received intelligence of his unfortunate cataſtrophe, he was extremely affected at the ſight of our veſſels returning without their old commander. He was greatly ſurpriſed at ſeeing moſt of our people in ſo robuſt and healthy a ſtate, as the Dutch ſhip which had quitted Macao at the time of our arrival there, and had afterwards ſtopped at the Cape, reported, that we were in a moſt wretched condition, there being only fourteen perſons left on board the Reſolution, and ſeven in the Diſcovery. It is difficult to conceive what motive could have induced theſe people to propagate ſo wanton and infamous a falſehood.

Captain King, on Saturday the 15th, accompanied Captain Gore to Cape-Town; and, the following morning, they waited on Baron Plettenberg, the Governor, who received them with every poſſible demonſtration of civility and politeneſs. He entertained a great perſonal affection for Captain Cook, and profeſſed the higheſt admiration of his character; and, on hearing the recital of his misfortune, broke forth into many expreſſions of unaffected ſorrow. In one of the principal apartments of the Baron's houſe, he ſhewed

ſhewed our gentlemen two pictures, one of De Ruyter, the other of Van Trump, with a vacant ſpace left between them, which, he ſaid, he intended to fill up with the portrait of Captain Cook; and, for this purpoſe, he requeſted that they would endeavour to procure one for him, at any price, on their arrival in Great-Britain.

The Governor afterwards informed them, that all the nations then at war with England had iſſued orders to their reſpective cruiſers to ſuffer us to paſs without moleſtation. With regard to the French, there was ſufficient reaſon to conſider this as true; for Mr. Brandt had already delivered to Captain Gore a letter from Mr. Stephens, Secretary of the Admiralty, incloſing a tranſcript of Monſieur de Sartine's orders, taken on board the Licorne. The affair, however, with reſpect to the Americans, ſtill reſted on report: but, as to the Spaniards, Baron Plettenberg aſſured our gentlemen, that he had been expreſsly told, by the Captain of a Spaniſh veſſel, which had ſtopped at the Cape, that he, and all the officers of his nation, had received injunctions of the ſame nature.

By theſe aſſurances, Captain Gore was confirmed in his reſolution of maintaining, on his part, a neutral conduct; in conſequence of which, when, upon the arrival of the Sibyl, to convoy the Eaſt-Indiamen home, it was propoſed to him to attend them on their voyage, he thought

proper to decline an offer, the acceptance of which might perhaps have brought him into a very embarraſſing dilemma, in caſe of our falling in with any of the ſhips belonging to our enemies.

During our continuance at the Cape, we met with the moſt friendly treatment, not only from the Governor, but alſo from the other principal perſons of the place, as well Africans as Europeans. On our firſt arrival, Colonel Gordon, the Commander of the Dutch troops, was abſent on a journey to the inland parts of Africa, but returned before we left the Cape. Upon this occaſion, he had penetrated further into the interior parts of the country than any preceding traveller, and made very conſiderable additions to the excellent collection of natural curioſities with which he has contributed to enrich the Muſeum of the Prince of Orange. Indeed his long reſidence at the Cape, and the great aſſiſtance he has derived from his rank and ſtation there, joined to an ardent deſire of knowledge, and an active, indefatigable ſpirit, have enabled him to gain a more perfect knowledge of this part of Africa, than any other perſon has had an opportunity of acquiring; and it is with pleaſure we congratulate the public, on his intentions of publiſhing a narrative of his travels.

Falſe Bay lies to the eaſtward of the Cape of Good Hope, and is frequented by veſſels during the

the prevalence of the north-weſterly winds, which begin to exert their influence in May, and render it dangerous to remain in Table Bay. It is terminated to the eaſtward by Falſe Cape, and to the weſtward by the Cape of Good Hope. It is eighteen miles wide at its entrance, and the two Capes bear due eaſt and weſt from each other.

At the diſtance of eleven or twelve miles from the Cape of Good Hope, on the weſtern ſide, is ſituated Simon's Bay, the only commodious ſtation for ſhipping to lie in; for, though the road without it affords tolerable anchorage, it is rather too open, and not well adapted for procuring neceſſaries, the town being ſmall, and ſupplied with proviſions from Cape-Town, which ſtands at the diſtance of about twenty-four miles. To the north-north-eaſtward of Simon's Bay, there are ſome others, from which, however, it may with eaſe be diſtinguiſhed, by a remarkable ſandy way to the north of the town, which forms a conſpicuous object.

In ſteering for the harbour, along the weſtern ſhore, there is a ſmall flat rock, known by the name of Noah's Ark; and about a mile to the north-eaſtward of it, there are ſeveral others, which are denominated the Roman Rocks. Theſe are a mile and a half diſtant from the anchoring-place; and either to the northward of them, or

between them, there is a ſafe paſſage into the Bay.

When the north-weſterly gales are ſet in, the navigator, by the following bearings, will be directed to a ſecure and convenient ſtation; Noah's Ark, ſouth 51° eaſt, and the centre of the hoſpital ſouth 53° weſt, in ſeven fathoms water. But, if the ſouth-eaſterly winds ſhould not have ceaſed blowing, it is more adviſeable to remain further out in eight or nine fathoms. The bottom conſiſts of ſand, and the anchors, before they get hold, ſettle conſiderably. The land, on the northern ſide of the bay, is low and ſandy; but the eaſtern ſide is very elevated. About two leagues to the eaſtward of Noah's Ark, ſtands Seal Iſland, whoſe ſouthern part is ſaid to be dangerous, and not to be approached, with ſafety, nearer than in twenty-two fathoms water. There are many ſunken rocks off the Cape of Good Hope, ſome of which make their appearance at low water; and others conſtantly have breakers on them.

The anchoring-place in Simon's Bay is ſituated in the latitude of 34° 20′ ſouth, by obſervation; and its longitude is 18° 29′ eaſt. It was high water, on the full and change days, at $5^h\ 55^m$ apparent time. The tide roſe and fell five feet five inches; and, at the neap tides, the water roſe only four feet one inch.

According to the obſervations made by Captain King and Mr. Bayly, on the 11th of April, when the Cape of Good Hope bore due weſt, its latitude is 34° 23′ ſouth, which is 4′ to the northward of the Abbé de la Caille's poſition of it.

Having provided the neceſſary quantity of naval ſtores, and completed our victualling, we quitted Simon's Bay on Tueſday the 9th of May. On the 14th of the ſame month, we got into the ſouth-eaſt trade wind, and ſtood to the weſt of the iſlands of Aſcenſion and St. Helena. On Wedneſday, the 31ſt, we were in the latitude of 12° 48′ ſouth, and the longitude of 15° 40′ weſt. On the 12th of June, we paſſed the equinoctial line for the fourth time during our voyage, in the longitude of 26° 16′ weſt.

We now perceived the effects of a current ſetting north by eaſt, at the rate of half a mile in an hour. After continuing in the ſame direction till the middle of July, it began to ſet a little to the ſouthward of the weſt. On Saturday, the 12th of Auguſt, we deſcried the weſtern coaſt of Ireland, and endeavoured to get into Port Galway, from whence Captain Gore intended to have diſpatched the journals and charts of our voyage to London. This attempt, however, proved ineffectual; and we were compelled, by violent ſoutherly winds, to ſtand to the north.

Our next deſign was to put into Lough Swilly, but the wind continuing in the ſame quarter, we ſteered to the northward of the iſland of Lewis; and on Tueſday, the 22d of Auguſt, about eleven o'clock in the forenoon, both our veſſels anchored at Stromneſs. From this place Captain King was ſent by Captain Gore to inform the Lords of the Admiralty of our arrival; and, on Wedneſday the 4th of October, the ſhips reached the Nore in ſafety, after an abſence of four years, two months, and two and twenty days.

When Captain King quitted the Diſcovery at Stromneſs, he had the ſatisfaction of leaving the whole ſhip's company in perfect health; and, at the ſame time, the number of ſick perſons on board the Reſolution did not exceed two or three, only one of whom was incapable of ſervice. In the whole courſe of the voyage, the Reſolution loſt no more than five men by ſickneſs, three of whom, at the time of our departure from Great-Britain, were in a precarious ſtate of health: the Diſcovery did not loſe one individual. A ſtrict attention to the excellent regulations eſtabliſhed by Captain Cook, with which our readers are, doubtleſs, already acquainted, may juſtly be deemed the chief cauſe, under the bleſſing of Divine Providence, of this extraordinary ſucceſs. But, notwithſtanding theſe ſalutary precautions, we might, perhaps, in the end, have felt the pernicious effects of ſalt proviſions, had we not

availed ourſelves of every ſubſtitute which our ſituation, at different times, afforded us. As theſe were ſometimes extremely nauſeous, frequently conſiſting of articles which our people had not been accuſtomed to conſider as food for men, it became neceſſary, for the purpoſe of removing their prejudices, and conquering their diſguſts, to employ the united aid of perſuaſion, example, and authority.

Portable ſoup and ſour krout were the preventives we principally depended on. We had no opportunity of trying the effects of the antiſcorbutic remedies, with which we were plentifully furniſhed, as there did not appear, during our whole voyage, the ſlighteſt ſymptoms of the ſcurvy among the crew of either ſhip.

Our malt and hops had likewiſe been kept as a reſource in caſe of ſickneſs; but, on being examined at the Cape of Good Hope, they were found totally ſpoiled. About the ſame time, we opened ſome caſks of oatmeal, peaſe, groats, flour, biſcuit, and malt, which, for the ſake of experiment, we had put up in ſmall caſks, lined with tin-frail; and all the articles, except the peaſe, were found in a much better condition, than could have been expected in the ordinary mode of package.

On this occaſion, we cannot omit recommending to the conſideration of government, the neceſſity of furniſhing ſuch of his Majeſty's ſhips

as

as may be expoſed to the influence of unhealthy climates, with a ſufficient quantity of Peruvian bark. It fortunately happened in the Diſcovery, that only one of the men who were attacked with fevers in the Straits of Sunda, ſtood in need of this valuable medicine; for the whole quantity that ſurgeons are accuſtomed to carry out in ſuch veſſels as ours, was conſumed by him alone. If more perſons had been affected in the ſame manner, it is probable that they would all have periſhed, for want of the only remedy that could effectually have relieved them.

We ſhall conclude our narrative of this voyage, with the mention of a circumſtance, which, if we conſider its long duration, and the nature of the ſervice in which we were employed, ſeems ſcarcely leſs remarkable than the uncommon healthineſs of the ſhips' companies. This was, that our veſſels never loſt ſight of each other for a whole day, except on two occaſions; the firſt of which was the conſequence of an accident that befel the Diſcovery off the coaſt of Owhyhee; and the ſecond was owing to the fogs we met with at the entrance of the bay of Awatſka. As this ſhare of merit belongs almoſt entirely to the inferior officers, it furniſhes a ſtriking proof of their ſkill and vigilance.

THE END.

INDEX.

A.

ACCOUNT of the Ulieteans, vol. ii. page 69.
Acootan, Iſland of, deſcribed, iii. 2.
Adventure Bay, anchor in, i. 49. Account of the inhabitants there, i. 50. Go entirely naked, ib. Their features and teeth good, ib. Their faces painted with red ointment, ib. Their hair black and woolly, ib. Are much alarmed at Omai's firing a muſket, i. 51.
Agriculture, the natives of Atooi expert in, ii. 184. Method of, in the Sandwich Iſlands, iii. 316.
Alarm, imaginary one, at King George's Sound, ii. 215
Americans, viſited by, ii. 288. Their heads ſtrewed with feathers, ib. Were afraid to go on board, ib. Their canoes conſtructed like thoſe of the Eſquimaux, ii. 290. At length venture to come on board the Reſolution, ii. 291. Exchanged ſea otter ſkins for beads, of which they are extravagantly fond, ii. 291. Their ſpears pointed with iron and copper, ib. Their daring attempts on board the Diſcovery, ii. 293. Their habitations deſcribed, iii. 75.
Anderſon, Mr. Surgeon of the Reſolution, a great proficient in natural Hiſtory, i. 4. His deſcription

tion of the country about the Cape of Good Hope, i. 23. Of Kerguelen's Iſland, i. 43. Of Tongataboo, i. 235. His death and character, iii. 20.

Animals in Kerguelen's Iſland, i. 44. At Van Diemen's land, i. 55. At Queen Charlotte's Sound, i. 81. At Tongataboo, i. 238. Left by Captain Cook at Tongataboo, i. 214. Left at the Friendly Iſlands, i. 268. Left by the Spaniards at Oteheite, ii. 17. Left with Omai at Huaheine, ii. 46. At Oonalaſhka, iii. 116.

Annamooka, anchor at, i. 140. Are viſited by ſeveral in canoes, i. 144. Many women alſo came to the ſhips, ib. Toobou, a chief, conducts Captain Cook and Omai to his houſe, i. 145. His mats on the floor were equal to Engliſh carpets, ib. Taipa removes his houſe near our ſhed on ſhore, ib. He harrangues his countrymen, i. 146. Feenou comes on board, ib. Taipa relates that he is king of 153 iſlands, i. 147. Dines with Captain Cook, i. 148. Thievery common among the inhabitants, i. 149. A thief ſentenced by Captain Cook to receive a dozen laſhes, ib. The heads of the thieves ordered to be ſhaved, i. 150. Account of Annamooka, i. 151. Feenou adviſes Captain Cook to proceed to Hapaee, ib. Anchor at, i. 184.

Aſia, proceed along the coaſt of, iii. 53.

Aſia, eaſtern cape of, paſs it, iii. 58.

Atooi, inhabitants of, approach our ſhips, ii. 129. Their perſons deſcribed, ii. 130. Struck with amazement at coming on board our ſhips, ii. 132. Precautions againſt importing the venereal diſeaſe here, ii. 134. Inhabitants feed on the fleſh of their enemies, ii. 147. Deſcription of, ii. 162. Its vegetables, birds, fiſh, hogs, dogs, fowls, &c. ii. 166. Perſons of the inhabitants, ii. 168. Diſpoſitions, ii. 170. Dreſs, ib. Ornaments,

ments, ii. 172. Houſes, ii. 173. Their food, mode of cookery, and diverſions, ii. 175. Their weapons, ii. 188. Anchor at, iii. 249. The inhabitants accuſe the Engliſh of having left a filthy diſeaſe there, ib. Their inſolent behaviour to the Engliſh, iii. 250. They demand a hatchet for every caſk of water, iii. 251. Steal the cooper's bucket, and ſnatch Mr. King's hanger from him, iii. 252. Are much inclined to attack the Engliſh, iii. 253. Throw ſtones at them, iii. 255. Are fired at by two marines, who wound a man and a woman, ib. General deſcription of, iii. 281.

Attack, expected and prepared for, from the natives of Owhyhee, iii. 224.

Awatſka Bay, ſteer for, iii. 341. Anchor in, iii. 353. Deſcribed, iv. 104.

B.

Balagans, ſummer habitations at Kamtſchatka, iii. 371.

Bald-head, a head-land ſo named, iii. 66.

Ball, inſtead of ſhot, ordered to be fired at the natives of Owhyhee, if they behaved inſolently, iii. 189.

Barren Iſles, account of, ii. 320.

Beads, highly eſteemed by the inhabitants on the American coaſt, ii. 291.

Beards, ſhaved with two ſhells at Lefooga, i. 175.

Bear-hunting, a party engage in, iv. 82. Another, iv. 95.

Bears, white, two ſeen in the water, iv. 32. One of them ſhot, ib. Dimenſions of, iv. 32. Fleſh of, ſuperior to that of ſea-horſes, ib. Not to be found when the hunters are to the windward, iv. 86.

Bears, remarkable for their natural affection, iv. 98. Are imitated by the Kamtſchadales in their dancing, iv. 100.

Beer, made from ſugar-cane, refuſed by the ſailors, iii. 131.

Beering, his voyage and chart defective, ii. 318.

Beering's Bay, named, ii. 281.

Behaviour of the two young New-Zealanders, i. 94. Their lamentations on parting with their friends, ib.

Behm, Major, politely receives an Engliſh party at Bolcheretſk, iii. 382. His unexampled generoſity and hoſpitality, iii. 383. Nobly refuſes payment for the articles he ſupplies, iii. 385. Is complimented with Captain Cook's ſecond voyage, ib. Makes a preſent to the Engliſh ſailors of four bags of tobacco, iii. 388. His delicacy in conferring favours, iii. 389. Goes on board our ſhips, iii. 396. Departs for Peterſburgh, and takes the charge of ſome diſpatches, iii. 398. Eulogium on him, iii. 400.

Behm, Madame, ſends preſents to Captain Clerke, iii. 389.

Birds, in Kerguelen's Land deſcribed, i. 45. In Queen Charlotte's Sound, i. 81. Scarcity of, in the northern hemiſphere, ii. 196. A beautiful one ſhot in Cook's river, ii. 346.

Body, long preſerved from putrefaction in a toopapaoo, i. 361.

Body, part of Captain Cook's, weighing about nine pounds, brought on board the Reſolution, iii. 226.

Bolabola, proceed to, ii. 71. Deſcription of, ii. 74. Bravery of the inhabitants of, ii, 77. Animals left there, and at Ulietea, ii. 78.

Bolchoireeka, a river in Kamtſchatka, embark on, iii. 378.

Bones, hands, &c. Captain Cook's, brought on board the Reſolution with great ceremony, iii. 241.
Boxing and Wreſtling Matches, at Tongataboo, i. 211.
Boxing-match, deſcription of a, at Owhyhee, iii. 170.
Boys, two, ſwim round the ſhips, and chant ſolemn ſongs, frequently mentioning the word *Orono*, iii. 231.
Bribe, effect of, at Nootka Sound, ii. 257.
Briſtol Bay, named, iii. 11.
Buffaloes, amazing ſtrength of, at Pulo Condore, iv. 270.
Buffooneries, &c. of a native of Owhyhee, iii. 176.
Bullock, weighing 270 pounds, killed at St. Peter and St. Paul, iv. 4.
Burney's Iſland, named, iii. 55.
Buttons, humouroufly obtained of Mr. Webber, by an inhabitant of Nootka, ii. 257.

C.

Canoes, ordered by Captain Cook to be ſtopped if they attempted to leave Karakakooa Bay, iii. 193.
Canoes, at Mangeea, deſcribed, i. 98. At Wateeoo deſcribed, i. 105. At the Friendly Iſlands, i. 289. Reviewed at Matavai, i. 367. At Atooi, ii. 184. Of the natives of Prince William's Sound, ii. 306. At Oonalaſhka, iii. 12.
Canton, deſcription of, iv. 239. Military force at, iv. 241.
Cape George, named, i. 42.
Cape St. Auguſtine, paſs it, i. 19.
Cape François, paſs it, i. 34.
Cape of Good Hope, arrive at, i. 20. Reception there, ib. Fix the obſervatory there, ib. Some account of, iv. 305.
Cape Cumberland, paſs it, i. 35.

INDEX.

Cape Digby deſcribed, i. 41.
Cape Denbigh, named, iii. 67.
Cape Elizabeth, named, ii. 51.
Cape Suckling, named, ii. 282.
Cape St. Hermogenes, conjectures concerning it, ii. 318.
Cape Douglas, account of, ii. 320.
Cape Whitſunday, ii. 340.
Cape Greville, account of, ii. 341.
Cape Barnabas, account of, ib.
Cape Trinity, named, ii. 343.
Cape Newenham, account of, iii. 11.
Cape Hinchinbroke, named, ii. 286.
Cape Stephens, iii. 81.
Cape Darby named, iii. 65.
Cape Edgecombe named, ii. 279.
Cape Gregory, why ſo named, ii. 201.
Cape Bede named, ii. 322.
Cape Perpetua, named, ii. 201.
Cape Flattery, why ſo named, ii. 203.
Cape Liſburne, account of, iii. 45.
Cape Prince of Wales, account of, iii. 25.
Cape North, account of, iii. 51.
Caps, remarkably curious ones made at Atooi, ii. 144.
Chacktoole Bay, account of, iii. 78.
Character, Omai's, ii. 49.
Cheſts, much valued by the inhabitants of Otaheite, ii. 16.
Chiefs of the Friendly Iſlands, ſtyled lords of the earth, ſun, and ſky, i. 298.
Chriſtmas Harbour, Britiſh flag diſplayed there, i. 33.
Chriſtmas Iſland, diſcovered, ii. 119. Its ſoil, trees, fiſh, and birds, ii. 125. Is ſurrounded with coral, ii. 127. Has no freſh water on it, ii. 123.
Cleanlineſs, much cultivated by the inhabitants of the Friendly Iſlands, i. 284.

Clerke, Captain, highly honoured with the performance of a ceremony at Owhyhee. Succeeds to the command of the expedition, iii. 225. Determines to make a final attempt on the coaſt of America, iv. 28. Relinquiſhes all hopes of a north-eaſt paſſage, iv. 34. Determines to return to the bay of Awatſka, iv. 41. Orders his officers to receive directions from Mr. King, iv. 64. Died Auguſt 22, in the 38th year of his age, iv. 65. Account of his ſervices, iv. 66. Buried at St. Peter and St. Paul, iv. 75.

Clerke's Iſland, account of, iii. 84.

Cloth, pieces of, as landmarks to diſtinguiſh property, iii. 272.

Cloth, manufacture of, at Tongataboo, i. 201. Manufacture of, at Atooi, ii. 178.

Cock-roaches, vaſt numbers infeſt the ſhips, ii. 42.

Combat, ſingle, at Hapaee, i. 161. By women at Hapaee, i. 162.

Comptroller's Bay, ii. 286.

Conſpiracy, entered into by the natives of Ulietea againſt the Captains Cook and Clerke, ii. 65. Diſcovered by a girl, ii. 67.

Cook, Captain, went on board the Reſolution 10 Feb. 1776, i. 1. He and Mr. King to ſupply the place of profeſſed obſervator, i. 3. He and Omai dine with Commiſſioner Proby at Chatham, i. 5. Viſited by the governor of Teneriffe, i. 9. Purchaſes two bulls, two heifers, two ſtone-horſes, two mares, two rams, ſome ewes, goats, poultry, and rabbits, at the Cape of Good Hope, i. 26. Goes upon Cape François, i. 34. Leaves Chriſtmas Harbour, i. 35. Sails for Van Diemen's land, i. 47. Left a male and female pig in the woods near Adventure Bay, i. 52. Viſits Poulaho at one of his houſes at Mooa, i. 222. Receives a red

feathered cap from Poulaho, i. 180. Harrangues the ſailors at Otaheite in praiſe of cocoa-liquor, i. 321. Sets off to Matavai, i. 157. Cured of the rheumatiſm by the ſqueezing of women, ii. 4. His inſtructions to Captain Clerke, ii. 59. His reception at Atooi, ii. 135. Makes an excurſion into the country, ii. 138. Received with great courteſy by the inhabitants of a village near King George's Sound, ii. 221. Greeted by young women in a ſong, ii. 223. Preſents a chief at King George's Sound with a new broad-ſword, ii. 228. Makes Iſmyloff a preſent of Hadley's octant, iii. 102. Goes on ſhore with Koah, at Owhyhee, iii. 152. Divine honours conferred on him at the Morai, iii. 152. Endeavours to prevail on Terreeoboo to come on board the Reſolution, iii. 195. Not being able to ſucceed in his attempt gives up the point, iii. 196. He is approached by one of the natives armed with a ſtone and a long iron ſpike, iii. 197. Fires a load of ſhot at him, which irritates the natives, ib. Shoots one of the natives, ib. He is ſtabbed in the back and killed, iii. 199. Sketch of his hiſtory, ib. His body cut to pieces, and carried up the country, iii. 219. His remains committed to the deep, iii. 242.

Cook's River, ſo named by the Earl of Sandwich, ii. 332. Sail up it, ii. 321. The natives on ſhore viſit the ſhips, ii. 325. They reſemble thoſe of Prince William's Sound, ib.

Cordage, of what made, at the Sandwich Iſlands, iii. 319.

Country, that round King George's Sound deſcribed, ii. 230. Its natural hiſtory of plants, ii. 231. Animals, ii. 234. Its inhabitants deſcribed, ii. 240. Their dreſs and ornaments, ii. 242. Their war dreſſes, ii. 246. Their muſic truly pathetic, ii. 249. Are very anxious to acquire metal, ii. 250.

Cows and Horſes, the inhabitants of Wateeoo are much terrified at, i. 106.
Croſs Sound, named, ii. 279.
Croſs Cape, named, ii. 279.
Cracatoa, deſcription of, iv. 289.
Cudgeling and Wreſtling, entertainments of, i. 264.
Cutter, of the Diſcovery, ſtolen at Owhyhee, iii. 192.

D.

Dance, in the Ruſſian and Kamtſchadale ſtyle, at Bolcheretſk, iii. 391.
Dance, at Wateeoo, i. 112. By men at Hapaee, i. 164. By women at Hapaee, i. 166. By others at Hapaee, i. 168.
Darts, very curious ones uſed by the Oonalaſhkans, iii. 113.
Daughter, cuſtom of preſenting them to ſtrangers at Mataeeva, ii. 116.
Dead, the, great concern for them expreſſed at the Friendly Iſlands, i. 294. Buried by the Oonalaſhkans on the tops of hills, iii. 119.
Dinner given by Omai on ſhore, i. 357.
Diſcovery, the, engaged for the voyage to the Pacific Ocean, and the command of her given to Captain Clerke, i. 2. Anchors at Plymouth June 27, i. 6. Leaves Plymouth Sound July 11, i. 8. Arrives at Teneriffe, i. 9. Arrives in Awatſka Bay, iii. 360. Critical ſituation of among the ice, iv. 37. Much of her ſheathing rubbed off with the ice, iv. 39. One of her men falls overboard, iv. 210.
Dog ſhot dead by Mr. Law of the Diſcovery, which ſo alarmed the inhabitants on the ſhore of Cook's River, that they fled with precipitation, ii. 334.

Dogs, at Kamtſchatka, aſtoniſhingly expeditious in travelling with ſledges, iii. 361. Are often ſold for ten pounds each, iii. 374.

Drums and French-horns, not pleaſing to the natives of Tongataboo, i. 195.

E.

Eclipſe, diſappointed in obſerving it, i. 235. Of the ſun, ii. 122.

Eimeo, arrive at, ii. 21. Deſcription of, ii. 32. Two goats ſtolen by the inhabitants of, ii. 24. A party ſent in purſuit of one, ii. 28.

Enemies, mangled, roaſted, and eaten by the inhabitants of Queen Charlotte's Sound, i. 91.

Engliſh-Road, anchor at, i. 259.

Equator, croſſed it, 1 September, i. 18. Ceremony of ducking upon that occaſion, i. 19.

Eſcape, extraordinary one of a ſailor, ii. 295.

F.

Falſe Bay, eaſtward of the Cape of Good Hope, account of, iv. 304.

Feathers, a preſent of, delivered by Omai to Waheiadooa, for Otoo, i. 325.

Fedoſitch, a Ruſſian merchant, brings diſpatches from Major Behm to Bolcheretſk, iii. 362. Refuſes to go on board the Reſolution, unleſs two of the crew are ſent on ſhore as hoſtages, iii. 362.

Feenou comes on board the Reſolution, i. 146. Dines with Captain Cook, i. 148. Adviſes Captain Cook to proceed to Hapaee, i. 151. His very friendly behaviour, i. 157. Obeyed at Hapaee as implicitly as at Annamooka, i. 161. Makes great preſents to Captain Cook

Cook and Omai, i. 163. Sits as one of the attendants upon Poulaho, i. 186.

Fighting, manner of, with war canoes, i. 368.

Filthineſs of the inhabitants of Nootka Sound, ii. 256.

Fingers hooked together by the natives of Owhyhee as a kind of aſſeveration, iii. 220.

Fire-arms produce no terror at Karakakooa Bay, iii. 214.

Fire-works, the natives of Hapaee aſtoniſhed at ſeeing them, i. 165. Exhibited with equal affect at Tongataboo, i. 211.

Fiſh, great quantities in Adventure Bay, i. 50. At Queen Charlotte's Sound, i. 82.

Fleſh of Animals, method of curing in tropical climates, iii. 159.

Foggy Iſland, named, ii. 345.

Friendly Iſlands, quitted with regret, i. 267. Time not miſemployed there, ib. Inhabitants addicted to thieving, i. 268. Plenty of refreſhments procured there, ib. Iron tools the beſt articles of traffic here, i. 269. The inhabitants ingenious at carving, i. 272. Deſcription of the inhabitants, i. 276. Their colour, i. 277. Have few deformities among them, ib. They are much ſubject to the ring-worm, i. 279. They have a graceful air and mien, i. 279. Their diſpoſitions, i. 280. Their dreſs, i. 283. Employments of the women there, i. 286. Employments of the men, i. 287. Their manner of building, i. 288. Their weapons, i. 291. Their food, ib. Language here reſembles that of New-Zealand and Otaheite, i. 306.

Funeral Rites, at the Sandwich Iſlands, deſcribed, iii. 335.

Furneaux, Captain, account of the maſſacre of his men, i. 65.

Fur Trade, might be advantageouſly carried on with the inhabitants on the ſhores of Cook's River, ii. 337.
Furs, fetch a great price at Canton, iv. 245.

G.

Garden Seeds, none remaining at Ship Cove, Queen Charlotte's Sound, which were ſowed in 1773, i. 64.
Girls, ſingularly dreſſed with cloth for a preſent, i. 359.
Goat, ſtolen by the natives at Eimeo, ii. 24. Returned, and another ſtolen, ii. 26. Methods uſed for recovering it, ii. 27. Houſes and canoes of the inhabitants burnt for not returning it, ii. 31. At length it was reſtored, ib.
Goats, thoſe which Captain Cook left at Oneeheow, occaſion a war, iii. 258.
Gore, Captain, ſucceeds to the command of the Reſolution, iv. 71.
Gore's Iſland, deſcribed, iii. 85.
Gourds, how uſed for domeſtic purpoſes at Sandwich Iſlands, iii. 319.
Graſs, payment demanded for it of Captain Cook, by the inhabitants near King George's Sound, ii. 225.
Grog, allowance of, leſſened, i. 322.
Guard, double, poſted at the *Morai*, at Owhyhee, iii. 191.
Guns fired at the natives of Owhyhee, iii. 209. Fired at them a ſecond time, when ſome of them were killed, iii. 231. Fired again, iii. 233.

H.

Habitations, near Adventure Bay, i. 53.
Haiva, an entertainment which Captain Cook was invited to by Poulaho, i. 216. Deſcription of, i. 356.
Halibut Head, named, ii. 350.

Halibut Iſland, deſcribed, ii. 350.

Halibuts, upwards of an hundred caught, weighing more than an hundred pounds each, ii. 351.

Hanger, Captain Cook's, brandiſhed about by the natives of Owhyhee in triumph, iii. 221. Mr. King's fnatched from him at Atooi, iii. 252.

Hapaee, arrive at, i. 158. Viſited by multitudes of people in canoes, who bring proviſions, ib. Captain Cook treated by the chief with the higheſt marks of reſpect, ib. Entertainment of ſingle combat, i. 161. A combat between two ſtout wenches, i. 162. Great preſents made to Captain Cook and Omai, by Feenou, i. 163. Captain Cook's marines perform their exerciſe here, i. 164. A dance performed by men, ib. The natives are greatly aſtoniſhed at our fire-works, i. 165. A dance of women here, i. 166. Other dances performed by the inhabitants, i. 168.

Harvey's Iſland, approach it, i. 128. Inhabitants come off to us, ib. Refuſed to come on board, ib. Attempt to ſteal ſome oars from the Diſcovery's boat, ib. Steal a frock, i. 129. Extravagantly fond of nails and pieces of paper, ib. Have a ſavage aſpect like thoſe of New-Zealand, ib. Their dreſs, ib. Their language reſembles that of Otaheite, i. 130. Number of the natives on the reef armed with clubs and pikes, i. 131. Proceed to the Friendly Iſlands, i. 132.

Hay, a quantity of, ſeen at Owhyhee, iii. 277.

Head, no perſon to walk over that of Poulaho, i. 300.

Heads of the Thieves ordered to be ſhaved, to render them remarkable, i. 150.

Hermit, a very old one, deſcribed, iii. 270.

Hoolaiva, an iſland uninhabited, i. 177.

Hope Bay, why ſo called, ii. 205.

Horſes, Captains Cook and Clerke ride on two, to the great aſtoniſhment of the natives at Matavai, i. 363. Rode on by Captain Cook and Omai at Eïmeo, ii. 24.

Houſe, erected by the Spaniards at Otaheite, i. 319. Built for Omai at Huaheine, ii. 39.

Houſes, thoſe at Nootka deſcribed, ii. 253. Of the Tſchutſki deſcribed, iii. 32.

Howe's Foreland, near Repulſe Bay, i. 36.

Howlings, great, heard on ſhore at Owhyhee, iii. 222. Again, iii. 229.

Huaheine, arrival at, ii. 34. Omai's eſtabliſhment in this iſland agreed to, ii. 39. Omai finds a brother, a ſiſter, and a brother-in-law there, ii. 40.

Human Skulls, many of them brought to barter in King George's Sound, ii. 211.

Human Sacrifice, at Otaheite, i. 340 Prevails in moſt of the iſlands of the Pacific Ocean, i. 350. Conference thereon with Towha, i. 355.

Hurricane, deſcribed, ii. 276.

I.

Japan, land of, ſeen, iv. 189. Its coaſts the moſt dangerous in the world, iv. 202.

Java, the iſland of, ſeen, iv. 284.

Jealouſy, a ſingle inſtance of, in Sandwich Iſlands, iii. 334.

Ice, ſudden apperance of, iii. 38. In great quantities, iii. 48. In ſuch quantities, as to be ſuppoſed the production of the preceding winter, iii. 48. Large and compact bodies of, iv. 25. The ſhips receive great ſhocks from, iv. 25. The ſhips encloſed by a ſolid maſs of, iv. 28. Again encompaſſed by, iv. 29. Solid field of, iv. 34.

Icy-Cape, deſcribed, iii. 39.

Images, &c. purchaſed from the Morai, iii. 173.

Ingenuity, great, of the inhabitants of Nootka Sound, ii. 264.

Indolence, that of the young men at Nootka related, ii. 258.
Inlet, paſſage up, afterwards called Cook's river, ii. 321.
Inſcription, left in a bottle at Kerguelen's iſland, i. 33. Left by the Spaniards on a houſe at Otaheite, i. 319. On Omai's houſe at Huaheine, ii. 48. Left in a bottle at Chriſtmas iſland, ii. 124.
Intelligence, ſome received from Omai, ii. 59.
Inſtruments, thoſe for hunting and fiſhing uſed at Nootka deſcribed, ii. 267.
Iron Tools, in great eſtimation at the Friendly Iſlands, i. 268. Iron aſked for at Atooi by the name of *hamaite*, ii. 132. Much coveted at Nootka, ii. 251. Called *ſeekemaile* by the inhabitants of that place, ii. 270. Plenty there, ii. 272. Conjectures from whence it came, ib. This metal called *gooner* by the natives on the ſhores of Cook's river, ii. 328.
Jourts, winter habitations in Kamtſchatka, iii. 372.
Iſland, of Toobouai diſcovered, i. 308. Deſcription of it, i. 312.
Iſmyloff, a Ruſſian, viſits Captain Cook at Oonalaſhka, iii. 92. He was a perſon well acquainted with the geography of thoſe parts, ib. but totally unacquainted with the American continent, iii. 93. Communicates ſome uſeful information to Captain Cook, iii. 95. Gives him a letter to Major Behm, Governor of Kamtſchatka, iii. 101.

K.

Kahoora, headed the party who killed Captain Furneaux's people, i. 63. Much diſliked by his countrymen, ib. Sat to Mr. Webber for his picture, i. 71.
Kakooa, a village bordering on Karakakooa bay, iii. 148.
Kaireekeea, aſſiſts Koah in beſtowing divine honours on Captain Cook, iii. 154. Aſſiſts in vocal ceremonies, iii. 166. Is informed of the death of Captain Cook, and approaches Mr. King with great dejection, iii. 210.

Goes on board the Reſolution in proceſſion, iii. 236. Accuſes the Engliſh of ingratitude, as relying on Mr. King's promiſe of protection, he had not removed his effects, and all were deſtroyed, ib. Is ſhocked at ſeeing the heads of his countrymen on board, iii. 237. Requeſts they may be thrown over-board, which is complied with, ib.

Kamtſchadales, much alarmed at the ſight of our ſhips, iii. 364.

Kamtſchatka, geographical deſcription of, iv. 112. Its climate, iv. 116. Its volcanos, iv. 119. Hot ſprings at, ib. Its vegetables, iv. 120. Nettles, a valuable plant there, iv. 127. Animals of, deſcribed, iv. 129. Fiſh of, iv. 136. Inhabitants of, deſcribed, iv. 143. Dreadful havock there by the ſmall-pox, iv. 151. Exports from, iv. 154. Habitations at, deſcribed, iv. 159.

Kaneena, a chief at Owhyhee, exerciſes his authority, and orders vaſt numbers of the natives to quit the ſhip, who inſtantly jump into the ſea, iii. 149. His figure remarkably fine, iii. 150 Portrait of him, drawn by Mr. Webber, ib. Killed at Kowrowa, iii. 228. Eulogium on, iii. 296.

Kaoo, furniſhes proviſions for a party going up the country, iii. 169. Entertains Terreeoboo and Captain Cook, iii. 777.

Karakakooa Bay, anchor at, iii. 145. The ſhips crowded with the natives there, and ſurrounded with canoes, ib. The bay deſcribed, iii. 148. Arrive there a ſecond time, iii. 186. Reception very different from what was expected, ib. Behaviour of the natives, iii. 187. Leave it, iii. 244. General deſcription of, iii. 293.

Karatchin, an oſtrog in Kamtſchatka, iii. 369. Hoſpitality of the *toion* of, iii. 371. Deſcription of, iii. 371.

Kava, a plant, what it is, i. 227. Intoxicating liquor bearing the ſame name prepared from it, ib.

Kaye's Iſland, deſcribed, ii. 283. Its natural hiſtory, ii. 284.

Kerguelen's Land, account of, i. 28. Natural Hiſtory of, i. 43.

King, captain, much eſteemed by the natives of Owhyhee, iii. 178. Urged to ſtay behind at Owhyhee, iii. 179. Sent to the commander of Bolcheretſk to procure ſtores, iii. 367. Account of his expedition, iii. 368. Receives a magnificent Kamtſchadale dreſs, iii. 392. Appointed to the command of the Diſcovery, iv. 72. Embarks at Wampu, and proceeds to Canton, iv. 232.

King George's Sound, arrival at, ii. 209. Directions for ſailing into it, ii. 229. Excellent ſhelter for our ſhips, ii. 209. Inhabitants on its coaſt very inoffenſive, ib. Number of them, ii. 252. Manner of building their houſes, ii. 253. Their inſides and furniture deſcribed, ib. Their filthineſs, ii. 256. Decorated with images, ib. Employments of the inhabitants, ii. 257. Indolence of their young men, ii. 258. Sea animals their principal food, ii. 259. Their weapons deſcribed, ii. 263. Their great ingenuity in their manufactures, ii. 264. Their ſkill in the imitative arts, ii. 266. Their ingenious inſtruments for fiſhing and hunting deſcribed, ii. 267. Their dexterity in making tools, ii. 269. Conſider themſelves as proprietors of the country they inhabit, ii. 271. Of their religion and language, ii. 273.

King's Iſland, named, iii. 24.

King's Stores, not ſuppoſed to be ſo good as thoſe provided for the merchants, iii. 134.

Knives, in great plenty in Prince William's Sound, ii. 309. Four of them exchanged for near 400 pounds weight of fiſh, iii. 71.

Koreki, country of the, deſcribed, iv. 167.

Koriacs, ſome account of, iv. 168.
Kotoo, an iſland on which Captain Cook lands to take a ſurvey of it, i. 183. His account of it, i. 184.
Kuriles, the, deſcribed, iv. 165.

L.

Laguna, viſited by Mr. Anderſon and others, i. 12.
Language, of the Friendly Iſlands, reſembles that of New-Zealand and Otaheite, i. 306. Of the natives of Atooi, ii. 191. Of the natives of Prince William's Sound, ii. 310.
Leak, in the Reſolution very alarming, iii. 347. So increaſed as to become very inconvenient, iii. 349.
Lefooga, an iſland, Captain Cook makes an excurſion to, i. 171. Deſcription of it, i. 174.
Letter, in the Ruſſian language, delivered to Capt. Clerke, iii. 348. Conjectures thereon, ib. Another delivered to Captain Clerke, ii. 358.
Liquor of cocoa-nuts, recommended by Captain Cook to his crew, i. 320.
Loaf, made of rye, preſented to Captain Cook at Oonalaſhka, iii. 89.
Lords of the Admiralty, came on board the Reſolution in Long Reach, and dined with Captain Cook, i. 2.

M.

Maheine, the chief of Eimeo, viſits the ſhips with caution, ii. 21. His perſon deſcribed, ii. 23. Aſhamed of his bald head, ib.
Mangeea, an iſland, approached, i. 96. The natives appear on the beach, ib. Armed with ſpears and clubs, ib. Are naked, except a girdle, ib. Wear ſomething white on their heads like a turban, ib. Their com-

complexion and ſize, ib. Are afraid to venture themſelves on board the ſhips, i. 97. Are *tatooed* from the elbow to the ſhoulder, i. 98. Deſcription of their canoes, ib. Mourooa, an inhabitant of Mangeea, comes on ſhore, i. 100. Stumbles over a goat, which he calls a bird, ib. Deſcription of the iſland, i. 102. Language, and manners of the inhabitants, i. 103.

Manufactures, very ingenious, at Nootka Sound, ii. 264. Very curious at the Sandwich Iſlands, iii. 316.

Mareewagee, a great chief, his palace deſcribed, i. 193. Very venerable in his appearance, i. 195. Struck with admiration at the ſight of our cattle, i. 196. Dreſſed in a peculiar manner to viſit Captain Cook, i. 198. He and Toobou are found to be brothers, are men of great property, and highly eſteemed, i. 199. Gives a grand entertainment, i. 203. Entertains with great variety of dancing, i. 204.

Marines, perform their exerciſe at Hapaee, i. 164. One of them deſerts, ii. 57. Is brought back by Captain Cook, ii. 58. Four killed, and three dangerouſly wounded at Owhyhee, iii. 198. Sationed at the top of the Morai at Owhyhee, iii. 211.

Marquée, one erected to take ſhelter in, in the road to Bolcheretſk, iii. 369.

Maſks, horrid wooden ones worn at Nootka, ii. 245.

Mataeeva, cuſtom there of preſenting their daughters to ſtrangers, ii. 116.

Matavai, embark for, i. 554.

Mats, at Annamooka, equal to carpets, i. 145. Very curious at the Sandwich Iſlands, iii. 318.

Men, two, and a child taken up at ſea, iii. 182. Number of, on board the Reſolution and Diſcovery, i. 7. Two belonging to the Diſcovery deſert, ii. 61. Oreo and others kept as hoſtages, ii. 63. They are brought

back, ii. 68. One killed and three or four wounded on board the Diſcovery, iii. 126.

Metals, highly prized by the inhabitants of Nootka, ii. 251. Stolen by them, who are addicted to no other kind of pilfering, ib.

Modoopapappa, unſucceſsful attempt to diſcover, iii 340.

Montagu Iſland, named, ii. 298.

Morai, in Attahooroo, ſolemnity at, on account of peace, ii. 3. At Atooi, deſcribed, ii. 139. At Owhyhee, deſcription of, iii. 152.

Morotoi, one of the Sandwich Iſlands, deſcription of, iii. 279.

Motuara, iſland of, i. 64.

Mouna Roa, an extenſive ſnowy mountain, deſcribed, iii. 265.

Mount Campbell, deſcribed, i. 40.

Mount St. Auguſtin, named, ii. 321.

Mount Edgecumbe, named, ii. 278.

Mount Fair Weather, named, ii. 279.

Mourooa, viſits Captain Cook on board, i. 100.

Mouth, the inhabitants of Prince William's Sound, cut a kind of artificial one, that they may appear to have two, ii. 304.

Mowee, ſouth-eaſt parts of, deſcribed, iii. 245. General deſcription of, iii. 277.

Muſical Inſtruments, uſed at the Friendly Iſlands, i. 290. Uſed at Nootka, ii. 249.

Muſquet, effect of a, greatly aſtoniſhes the inhabitants of Nootka, iii. 182. Fired over a chief's head at Owhyhee, iii. 163.

N.

Nails, ſtolen from the ſheathing of the Diſcovery at Owhyhee, iii. 169.

Natche, ceremony of, in honour of the king's ſon, at Mooa, i. 240.

Natcheekin, an oſtrog in Kamtſchatka, deſcription of, iii. 377. Arrival at, ib. Great civility and hoſpitality of its toion, ib. Remarkable ſpring of hot water at, ib.

Natives of Ship Cove viſit us, i. 62. Facility in building their habitations, ib. They deſire Captain Cook to kill Kahoora, their chief, ib.

Natives, of Tongataboo, fired at, for inſolent behaviour, i. 229.

Natives, of Owhyhee, ſuppoſe we leave our own country for want of proviſions, iii. 174.

Navies, the ſtrength of the Society Iſlands conſiſt in, i. 369.

New Holland, account of the inhabitants of, &c. i. 54.

Nettle, the, a valuable plant at Kamtſchatka, iv. 127.

New-Zealanders, two, named Taweiharooa and Kokoa, accompany Omai, i. 72. Live in continual apprehenſions of being deſtroyed by each other, i. 73. Their extraordinary faith, i. 74. They devour their enemies, ib. Their religious principles, ib. Places of public worſhip, ib. Have adopted polygamy, i. 75.

Nootka. See *King George's Sound*.

Norton's Sound, account of, iii. 77.

Noſes, Inhabitants of Mangeea ſalute by joining them, i. 103.

O.

Obſervatories, fixed at Tongataboo, i. 191. On the coaſt of King George's Sound, ii. 217. At Owhyhee, iii. 156.

Omai, furniſhed with variety of articles by his Majeſty, Lord Sandwich, Mr. Banks, and others, i. 8. Alarms

the inhabitants of Adventure Bay, by firing a muſquet, i. 51. Gets acquainted with two New-Zealanders, i. 64. Requeſts Captain Cook to kill Kahoora, i. 69. Gives the inhabitants of Wateeoo a dog, i. 109. Goes on ſhore at Wateeoo, with Mr. Gore, Mr. Anderſon, and Mr. Burney, i. 110. His reception there, i. 111. Is under apprehenſions of being roaſted at Wateeoo, i. 115. Meets three of his countrymen there, i. 122. His brother-in-law, and others, come on board at Otaheite, i. 315. His behaviour on his arrival there, ib. Aſſociates only with ſtrangers and vagabonds, i. 331. Receives a preſent of a double ſailing canoe, ii. 12. Embelliſhes it with a variety of ſtreamers, ib. His European weapons, ii. 47. His harrangue at Huaheine, ii. 37. His behaviour at parting, ii. 48.

Oneeheow, arrival at, ii. 151. Captain Cook makes an excurſion into the country, ii. 157. Animals and ſeeds left there, ii. 156. General Deſcription of, iii. 281. Depart from, iii. 339.

Oniſcus fulgens, a new ſpecies of, ii. 197.

Oonalaſhka, an iſland perceived, ii. 355. Many Ruſſians ſettled there to carry on the fur trade, iii. 104. Account of the natives, iii. 105. They are remarkably civil and honeſt, ib. Deſcription of their perſons, ib. Their dreſs and ornaments, ib. Their food, ib. Captain Cook ſaw one of their chiefs make a delicious meal on the raw head of a large halibut, iii. 107. Their habitations deſcribed, iii. 108. They ſmoke and take ſnuff, iii. 109. Both ſexes warm themſelves with lamps between their legs, iii. 110. Natural hiſtory of the iſland, iii. 115. The natives are remarkably chearful to each other, iii. 120.

Oonella, iſland of, account of, iii. 2.

Oparre, Captain Cook, Mr. King, and Omai follow Otoo there, ii. 2.

Opatchin, an oſtrog in Kamtſchatka, arrival at, iii. 179. The Engliſh party received there, and moſt liberally accommodated, iii. 379.

Opoony, chief of Bolabola, gives audience to Captain Cook, ii. 73. Applied to, to purchaſe Bougainville's anchor, ib. His delicacy in accepting of a preſent for it, ib.

Orono, an appellation given to Captain Cook at Owhyhee, iii. 161.

Otaheite, arrival at, i. 312. Omai not noticed by his countrymen there, i. 314. Surrounded by a multitude of canoes there, i. 317. Affecting ſcene between Omai and his ſiſter, i. ib. Captain Cook and Omai viſit a chief here named Etorea, i. 323. Buffoonery of an Eatooa here, i. 327. Quit it the 30th of September, ii. 21. Beauty and fertility of the country, ii. 85. Produce, ib. Delicacy of the women, ii. 87. Are much diſpoſed to amorous gratifications, ii. 88. Their connections between the two ſexes, ii. 98. The manners, cuſtoms, religious, and other ceremonies, ii. 99.

Oteavanooa, the harbour of Bolabola.

Otoo, a preſent of feathers ſent him, i. 325. Interview with him, i. 329. Takes but little notice of Omai, i. 330. Receives a gold-laced hat, &c. from Captain Cook, ib. Entertains Captain Cook, and others, at his own houſe, i. 357. Entertains the company with a play, i. 360. Cenſured for occaſioning a diſadvantageous peace for Otaheite, ii. 2. His addreſs and art, ii. 11.

Ovens, for baking or roaſting, how made, i. 230.

Owharre, harbour of, ii. 34.

Owhyhee, account of, iii. 130. Viſited by the natives of, iii. 136. Who are very honeſt and ingenuous in their dealings, ib. A thouſand canoes about the ſhips at one time here, iii. 121. Civility and generoſity of the prieſts and other natives, iii. 162. Inhabitants, being tabooed, could not be induced to approach the ſhips, iii. 163. Inſtances of the generoſity of the natives, iii. 168. Natives of, arm themſelves with ſtones, iii. 188. Annoy the Engliſh with ſtones, iii. 211. Attempt to ſtorm the morai, iii. 212. One of them is killed, ib. Great bravery of another to preſerve his friend, ib. Great numbers of them approach the ſhips, and inſult the Engliſh, iii. 216. Seventeen of them killed at Kowrowa, iii. 228. Eight of them killed at the morai, ib. One of them approached the ſhips, exulting and inſolently waving Captain Cook's hat, iii. 230. Several killed, iii. 235. Gallant behaviour of one, ib. Iſland of, in high cultivation, iii. 277.

P.

Paint, of a red and blue colour, uſed to paint the perſons of the inhabitants of Prince William's Sound, ii. 305.

Painting, method of, at the Sandwich Iſlands, iii. 317.

Palmerſton's Iſland, i. 133. Deſcription of it, i. 134. Its ſoil, and natural hiſtory, i. 135. Coral of various colours plenty there, i. 136. Is uninhabited, ib. Procure ſubſiſtence for the cattle on it, i. 137. Plenty of muſquitoes, i. 139.

Papers, reſpecting the voyage, deſtroyed, iv. 217.

Paratounca, church of, deſcribed, iv. 94.

Paratounca, the prieſt of, generouſly ſupplies Captain Clerke with freſh proviſions, iv. 5. His ſorrow for the Captain's death, iv. 72.

Pareea, a chief at Owhyhee, comes on board the Reſolution, iii. 149. Exerciſes his authority in commanding the crowds of people to depart, ib. His canoe ſeized by an officer, iii. 190. Is knocked down by an oar, ib. Saves a pinnace from being demoliſhed, ib. Joins noſes with the officers, iii. 191.

Parowroah, harbour of, deſcribed, ii. 21.

Paſſage, north-weſt, from the Atlantic to the Pacific Ocean, ſuppoſed not to exiſt, iv. 52.

Patoe, iſland of, deſcribed, iv. 221.

Pedro, Captain Cook's old friend, met with, i. 64.

Penguin Cove, i. 39.

Peruvian Bark, a quantity of, recommended to be taken on board his Majeſty's ſhips, iv. 310.

Pewter Plate, conſidered as a great preſent by Poulaho, and applied to a very extraordinary purpoſe by him, i. 234.

Phillips, Mr. gallant behaviour of, at Owhyhee, iii. 207.

Pinnacle Point, named, ii. 345.

Point Banks, named, ii. 319.

Point Pringle, a promontory, i. 36.

Point Charlotte, named in honour of the Queen, i. 41.

Point Poſſeſſion, a point of land in Cook's River, ii. 333.

Point Upright, account of, iii. 18.

Point Rodney, named, iii. 22.

Point Mulgrave, deſcribed, iii. 37.

Point Shallow-water, iii. 82.

Pork, proceſs of ſalting it in hot climates, ii. 79.

Port Praya, arrive at, i. 17.

Port Palliſer, ſome account of, i. 40.

Port, Mr. a German, brings diſpatches from Major Behm at Bolcheretſk, iii. 362. Suſpected to be only a ſervant, iii. 365.

Portable Soup and Sour Krout, recommended to navigators, iv. 309.

Poulaho, king of the Friendly Iſlands, approaches in a canoe, i. 177. Comes on board the Reſolution, i. 178. Great Reſpect ſhewn him by Captain Cook, ib. Ceremonies paid him by the inhabitants, i. 179. No one preſumes to ſpeak to him ſtanding, ib. His attendants pay him obedience, by bowing their heads to the ſoles of his feet, i. 180. Preſents a red feathered cap to Captain Cook, ib. Arrives at Annamooka, i. 185. Continually beſtowing preſents on Captain Cook, i. 192.

Prata, the iſland of, ſeen, iv. 212. Some account of, iv. 213.

Prieſts, regular ſociety of, at Owhyhee, iii. 160.

Prince Edward's Iſlands, ſo named by Captain Cook, i. 28.

Prince of Wales's Foreland, near Cape Digby, i. 42.

Prince William's Sound, ſome deſcription of, ii. 300. Deſcription, and manners and cuſtoms of the inhabitants, ii. 301. Their canoes deſcribed, ii. 306. Natural hiſtory of its animals and vegetables, ii. 311. They are, by ſome means, furniſhed with European commodities, ii. 316.

Pulo Condore, ſome account of, iv. 261. Animals and vegetables there, deſcribed, iv. 274. Deſcription of its inhabitants, iv. 276.

Pumice Stone, vaſt quantities of, float between Japan and the Baſhee Iſles, iv. 205.

Q.

Queen Charlotte's Sound, anchor at, i. 61. The country round it deſcribed, i. 78. Its ſoil and climate, ib. Plants, i. 80. Birds, i. 81. Fiſh, i. 82. Inſects, i. 83. Deſcription of the inhabitants, i. 84. Their dreſs,

dreſs, i. 86. They ſtain their faces black or blue, ib. Are very filthy, i. 88. Extremely ingenious, i. 89. To the laſt degree diſhoneſt, i. 90. Sing a war ſong before they begin fighting, i. 91. Horrid diſtortions of their tongues, eyes, and mouth, ib. Mangle, roaſt, and eat their enemies, ib. Lamentations for the loſs of their friends, cutting large gaſhes in their cheeks and foreheads, as tokens of their regard, i. 92.

R.

Rabbits, given to Feenou, produce young before Captain Cook's departure from the iſland, i. 257.

Ram, of the Cape breed, killed by a dog, i. 358.

Ranai, an iſland, deſcription of, iii. 279.

Religious ceremonies, at the Friendly Iſlands, i. 295.

Repulſe Bay, account of, i. 36.

Reſolution, anchors at Plymouth, 30th June, i. 6. Loſes her mizen top-maſt, i. 27. Loſes her fore-top-maſt, and main-top-gallant-maſt, i. 48. Near running upon a low ſandy iſle, encompaſſed with breakers, i. 182. Springs a leak, ii. 276. Strikes upon a bank in Cook's river, ii. 335. Springs a leak, iii. 86. Accident befel her, iv. 185.

Rock Eddyſtone deſcribed, i. 49.

Rock Point, named, ii. 349.

Rock-weed, large beds of it, i. 37. Dangerous to ſail over them, ib.

Rocks, the Reſolution in great danger of them off the iſland of Bonaviſta, i. 13. And breakers near Howe's Foreland, i. 36. Both ſhips ſtrike on ſome near Tongataboo, i. 187. Some above and ſome under water, near Montagu iſland, ii. 298. And breakers narrowly eſcaped, ii. 354.

Romee, an operation of rubbing or ſqueezing by women, which cured Captain Cook of the rheumatiſm, ii. 4.

Round Iſland, deſcription of, iii. 9.

Royal Sound named, i. 42.

Ruſſians, three come on board, iii. 89.

Ruſſian Soldiers, a reinforcement of, arrive at Kamtſchatka, iv. 79.

S.

Saint Peter and Saint Paul, difficulty of getting on ſhore at, on account of the ice, iii. 355. Shyneſs of the inhabitants of, ib. The party which landed there received by an armed party, and conducted to the officer's houſe, iii. 356. Scarcity of proviſions at, iii. 367. Miraculous draught of fiſh there, iv. 3.

St. Lawrence's Bay, paſs it, iii. 59. Deſcription of it, iii. 50.

St. Lawrence, iſland of, ſome account of, iv. 20.

Salmon, vaſt quantities brought on board in Cook's river, by the neighbouring inhabitants, ii. 336.

Samganoodha, harbour of, account of, ii. 359. Anchor there, iii. 87. Its latitude and longitude, iii. 122. Depart from it, iii. 123.

Sandwich Iſlands, a name given to a group of iſlands, ii. 160. Their advantageous ſituation, ii. 192. Their number, names, and ſituation, iii. 261. Climate of, iii. 282. Animals, iii. 284. Vegetables, iii. 286. The natives of, deſcribed, iii. 289. Their diſpoſition, iii. 294. Their capacity equal to any of the human race, iii. 296. Dreſs and ornaments, iii. 301. Their food, iii. 308. Manners and cuſtoms, iii. 311. Religion, iii. 327. Human ſacrifices common here, iii. 329.

Santa Cruz, deſcription of, i. 10.

Savage Iſland, paſs it, i. 140.

Scurvy, very prevalent at St. Peter and St. Paul, iv. 5. Speedily recovered from, iv. 6.

Sea-animals, beautiful ones, deſcribed, ii. 197. The principal food of the natives of Nootka Sound, ii. 259.

Seals, were ſeen in Repulſe Bay, i. 37.

Sea-horſes, plenty of, iii. 38. Vaſt numbers on the ice, iii. 40. Nine of them taken on board the Reſolution, iii. 41. Deſcription of them, and their uſes, ib. Lie on the ice in herds of many hundreds, iii. 42. Are not ſo dangerous as they have been repreſented, ib. The length of a moderate ſized one nine feet four inches, iii. 43. Weight of its carcaſe, 854 pounds, ib. Began to be reliſhed by the ſeamen, iii. 49. Shoot ſeveral, iv. 26. Inſtances of their parental affection, iv. 26. Seen in herds on the ice, iv. 31. Ten killed, iv. 39.

Seamen, who had loſt their way, diſtreſs of, ii. 123. Require directing like children, iii. 344. Kick their fur jackets about deck, when got into a warm latitude, iii. 345. Great generoſity of, iii. 397. Two go off with a ſix-oared cutter, and are never heard of, iv. 251. Difficult to reſtrain them from uſing their arms againſt the natives of Owhyhee, iii. 216. Requeſt to be permitted to avenge the death of Captain Cook, iii. 230. Burn the huts of the inhabitants of Owhyhee, iii. 233. Set the whole village in flames, iii. 234. Cut off two of the heads of the natives, iii. 235. Anxious to return to Cook's river for ſkins, iv. 246.

Sentry-box iſland, i. 35.

Serjeant, the commander of St. Peter and St. Paul, his great kindneſs and hoſpitality, iii. 357. Lends Capt. King, who had ſunk through the ice, his clothes, iii.

358. Conducts the party back on ſledges, iii. 359. Is preſented with two bottles of rum by Captain Clerke, iii. 360. Sends expreſs to Bolcheretſk, iii. 356. Receives corporal puniſhment, iv. 89.

Serdze Kamen, paſs it, iii. 56.

Sheep, four, killed by dogs at the Cape of Good Hope, i. 21. Thoſe at Good Hope have remarkably thick and long tails, i. 22.

Ship-Cove, anchor at, i. 61. Erect the obſervatories there, ib.

Shoal Neſs, account of, iii. 14.

Shmaleff, captain, arrives at St. Peter and St. Paul, iv. 91. He is ſaluted with eleven guns, iv. 92. Promotes a ſoldier at the requeſt of the Engliſh, ib.

Simon's Bay, arrival at, iv. 301.

Slings, at the Sandwich Iſlands, deſcribed, iii. 321.

Sledges, journey on, from Karatchin to Bolcheretſk, iii. 372. Deſcription of, iii. 373. Method of conducting, iii. 374.

Sledge-Iſland, why ſo called, iii. 23.

Smokey-Iſland, named, ii. 320.

Snakes, of an enormous ſize at New-Zealand, i. 77. They ſeize and devour men, ib. Are as large as a man's body, and burrow in the ground, ib.

Society Iſlands, obſervations on, ii. 80.

Spaniards, four left on ſhore at Otaheite, ii. 17. Endeavour to inculcate a mean opinion of the Engliſh, ii. 18.

Spaniſh ſhips, two viſited Otaheite, i. 119.

Spaniſh bull, fine one, at Otaheite, i. 331.

Spoon, a leaden one of Engliſh make, ſeen at the extremity of the habitable globe, at Karatchin, in Kamtſchatka, iii. 371.

Standing,

Standing, no perſon permitted to ſpeak to Poulaho, king of the Friendly Iſlands, in that poſture.
Stromneſs, anchor at, iv. 308.
Stuart's Iſland, named, iii. 81.
Sulphur Iſland, why ſo named, iv. 207.

T.

Table-ſpoons, ſilver ones, offered in barter by one of the natives near King George's Sound, ii. 223.
Taboo, a kind of interdiction, i. 126. Particularly deſcribed, iii. 332. A word of great latitude, i. 302. Prevails at Atooi, ii. 190. Exerciſed at Owhyhee, iii. 157. Again on the arrival of Terreeoboo, iii. 163.
Taboorowa, one of the Sandwich Iſlands, paſs it, iii. 245. Deſcription of, iii. 280.
Taipa, removes his houſe to our ſhed, i. 145. Harrangues his countrymen, i. 146. Mentions Feenou as king of 153 iſlands.
Tairectareea, king of Huaheine, viſited by Captain Cook, ii. 36.
Taloo, harbour of, deſcribed, ii. 21.
Taoofa, viſits Captain Cook, i. 259.
Tea-ſhrub, found at the iſland of Teneriffe, i. 13.
Teneriffe, Reſolution arrives at, i. 9. A more eligible place for ſhips to touch at than Madeira, i. 11. Pic of, deſcribed, i. 11. Manners and cuſtoms of the inhabitants of this iſland, i. 15.
Terreeoboo, king of Owhyhee viſits Captain Cook, iii. 129. Again viſits the captain ſplendidly arrayed, iii. 164. Preſents Captain Cook with a feathered cloak and helmet, iii. 165. Changes names with the captain, ib. Receives a linen ſhirt and a hanger from Captain Cook, iii. 166. Makes very valuable preſents to Cap-

tain Cook, iii. 178. Sends Captain Cook a large preſent, iii. 180. Was unacquainted with any premeditated deſign againſt the life of Captain Cook, iii. 215. Retired to a cave in an high perpendicular mountain, acceſſible only with ropes, iii. 223. Sends a man of diſtinction to ſue for peace, iii. 238.

Thefts, miſchievous ones, committed at King George's Sound, ii. 212.

Thief, detected and puniſhed, ii. 42.

Thieving, the natives of Owhyhee addicted to it, iii. 168.

Tobacco, imprudently exchanged by the ſailors for dried ſalmon, iii. 87.

Toion, a kind of governor of an Oſtrog in Kamtſchatka, iii. 377.

Tomatongeeauvoranne, viſits Captain Cook in Queen Charlotte's Sound, i. 68.

Tongataboo, arrive it, i. 188. The king conducts Captain Cook to a neat houſe, telling him it is for his uſe, i. 190. Entertainment of *kava*, &c. ib. Obſervatory fixed, and animals landed, i. 191. The natives not much pleaſed with French-horns and drums, but greatly ſo by the firing of a piſtol, i. 195. Deſcription of the country, i. 200. Manufacture of cloth, i. 201. Fire-works exhibited here, i. 211. Alſo wreſtling and boxing, ib. Captain Cook leaves here a bull and a cow to the king; a Cape ram to Mareewagee; and a horſe and mare to Feenou, i. 214.

Toobou, a chief at Annamooka, conducts Captain Cook and Omai to his houſe, i. 145. His perſon deſcribed, i. 195. Comes on board, ib.

Toofoa, volcano at, i. 155.

Tooge, a mourning ceremony, at Tongataboo, i. 225.

Tooge Tooge, a ceremony of thumping people who are aſleep, i. 232.

Tools,

Tools, thoſe of the inhabitants of Atooi deſcribed, ii. 179.
Toopapaoo, the, at Otaheite deſcribed, i. 325.
Towha, his affecting meeting with his daughter, ii. 6.
Train Oil, thought very delicious by the inhabitants of Queen Charlotte's Sound, i. 68.
Trinity Iſland, deſcription of, ii. 342.
Tropic, croſſed it, i. 95.
Truce agreed on between the natives of Owhyhee and the Engliſh, iii. 213.
Tſchutſki, the peninſula inhabited by them, iv. 44.
Tſchutſki, the country of, arrive at, iii. 28. The inhabitants very civil, but cautious and timid, iii. 29. Their behaviour, ib. Their weapons deſcribed, ib. Their perſons and dreſs, iii. 31. Habitations, iii. 32. Canoes, iii. 34.
Turnagain River, a branch of Cook's river, ii. 331.
Turtles, great quantities taken in Chriſtmas Iſland, ii. 121.
Two-headed Point, named, ii. 342.

U.

Ulietea, arrival at, ii. 56.
Ulietea and Otaha, a curious hiſtory, ii. 75.

V.

Van Diemen's Land, rendezvous appointed at, i. 48. Deſcription, and natural hiſtory of, by Mr. Anderſon, i. 56. Inhabitants of, deſcribed, i. 56. They cut their arms and bodies in different directions, ib. Particular mode of ſtanding, i. 57. Their habitations deſcribed, ib.
Venereal diſeaſe introduced by the Engliſh into the Friendly Iſlands, i. 278. Precautions againſt it [illegible] Atooi, ii. 134.

Volcano, on a mountain near Cook's river, ii. 336. Remarkable eruption from, iv. 10.

W.

Wateeoo, diſcovered, i. 105. Inhabitants come off in their canoes, ib. They have no idea of traffic, ib. Came on board without any apprehenſions of danger, ib. Recite a ſolemn chant, i. 106. Give and receive preſents, ib. Are much afraid of the cows and horſes, of which they can form no conception, ib. They are unacquainted with all terreſtrial animals but hogs and dogs, ib. Deſcription of theſe iſlanders, i. 107. Dreſs, ib. Diſpoſition, i. 108. Omai gives the iſlanders a dog, i. 109. Mr. Gore, Mr. Anderſon, Mr. Burney, and Omai go on ſhore, i. 110. Their reception there, i. 111. The natives of an olive complexion, i. 112. Their limbs elegantly formed, i. 113. Females very beautiful, ib. Are of a thieviſh diſpoſition, i. 114. Omai under apprehenſion of being roaſted by them, i. 115. Dreſs of the inhabitants, i. 118. Omai meets three of his countrymen here, i. 122. Some account of them, ib. Deſcription of the iſland, i. 123. Their manners and cuſtoms, ib. Sail for Wateeoo, i. 128.

Water, perfectly freſh up Cook's river, ii. 329.

Watman, William, a ſeaman, died at Owhyhee, iii. 172. Some account of him, ib. Interred at the Morai, iii. 173. Inſcription on a board, ib.

Weather, ſultry and rainy, between the latitude of 12°, and North of 7°, i. 18. Remarkably tempeſtuous, ii. 217. Intenſely cold up the country at Owhyhee, iii. 271.

Weapons, thoſe at Nootka Sound deſcribed, ii. 263. Uſed by the inhabitants of Prince William's Sound, ii. 306.

Of

Of the Tſchutſki deſcribed, iii. 29. None found among the Oonalaſhkans, iii. 111. Warlike uſed at the Sandwich Iſlands, iii. 320.

Webber, Mr. a good delineator, i. 4.

Whale, a dead one, ſeen towing on ſhore by Aſiatics, iii. 61.

Whales, ſeveral ſeen, iv. 26.

Whitſuntide Bay, ii. 340.

Woahoo, one of the Sandwich iſles, north-eaſt coaſt of, deſcribed, iii. 247. Its general deſcription, iii. 280.

Women, tabooed, i. 301. Who came on board near Oonalaſhka, ſeemed to have no other view than to tender their perſons, iii. 140. Very little reſpected by the Sandwich iſlanders, iii. 295. Often tabooed, or forbidden to eat certain articles, iii. 333.

Woody Point, named, ii. 205.

Y.

Youth, a, overſet, and taken on board. Some account of him, ii. 349.

A

LIST

OF THE

SUBSCRIBERS.

A.

ADAMS, Mr. J. W. London
Ambler, Mr. Welderſly, Shropſhire
Archer, Mr. Leather-lane
Adderly, Mr. James, Doctors Commons
Abercrombie, Mr. Oxford-ſtreet
Angus, Mr. Iſlington
Auſtin, Mr. Roſoman's-ſtreet
Alexander, Mr. Bath
Auſtin, Mr. Ditto
Audinet, Mr. Samuel
Aſhton, Mr. Little Britain
Auber, T. Eſq; Spital-ſquare
Addingbrook, Mr. J. Plaiſterer's-hall
Aſprey, Mr. St. Mary at Hill
Alton, Mr. Dartmouth-ſtreet, Weſtminſter
Atkinſon, Mr. Thomas, Leeds
Andrews, Mr. Albemarle-ſtreet
Agar, Mr. Charles
Andrews, Mr. John, New Bond-ſtreet
Anderſon, Mr. John Ratcliffe
Allen, Mr. John, Hereford
Andrews, Mr. J. Shroton, near Blandford
Aſhton, Mr. R. Bethnal-green
Aſhton, Mr. Bolton-row

Allen, Mr. J. Hemleigh
Armſtead, Mr.
Adye, Major, Royal Artillery
Arrowſmith, Mr. Charing-croſs
Andrews, ———, Eſq; Wood-ſtreet
Ackerman, Mr. Joſ. Bridport, Dorſet
Archer, Mr.
Allyne, C. Eſq; Briſtol
Aſborn, Mr. Fornham, Suffolk
Aldred, Mr. G. Ipſwich
Alexander, jun. Mr. D. Banker, Ipſwich
Anderſon, Andrew, Gent. Shadwell
Atkins, Mr. Exeter
Agar, Mr. Canterbury
Airſon, Rev. Mr. Ditto
Auſten, Mr. Charles, Ditto

B.

Baker, Mr. Thomas, Southampton, 6 copies
Biaggini, Mr. Noble-ſtreet
Bradley, Rev. J. M. A. Vicar of Farringdon, Berks
Boult, Mr. T. Walworth
Bird, Mr. R. Coventry
Burton, Mr. J. Bell Savage, Ludgate-hill
Baker, Mr. Billingſgate
Body, Mr. Warwick-lane
Berry, jun. Mr. Wine Merchant, Cambridge
Baynham, Mr. New Surry-ſtreet, Southwark
Barham, Mr. J. F. Magdalen College, Cambridge
Burrows, Mr. S. St. Catherine's-hall, Ditto
Baynham, Mr. Emer
Bacon, Mr. Monument-yard
Buſby, H. Eſq; Charlotte-ſtreet, Bloomſbury
Briſtow, Mr. St. John's-ſquare
Bainbridge, Mr. Coleman-ſtreet
Burge, Mr. St. John's-ſquare
Bruce, E. Mrs. Pitt-ſtreet, Rathbone-place
Buchannan, Mr. Alexander, Deptford
Burgeſs, Mr. T. Wapping-wall
Bretton, Mr. Bath
Barry, ———, Eſq; Ditto
Beale, Mr. Lloyd, Lombard-ſtreet

Barratt,

Barratt, Mr. Bookſeller, Bath
Birch, G. Eſq; Remenham
Brookes, J. Eſq; Henley upon Thames
Barker, Mrs. Ditto
Butcher, Mr. Mark, Eveſham
Bradſhaw, Mr. Ditto
Butcher, Mr. J. Devizes
Binckes, Mr. T. London
Burchall, Mr. D. Calne
Beale, Mr. T. Eaſt Smithfield
Ball, Mr. J. Brewer, Greenwich
Brackenbury, Mr. R. New Inn
Bennet, Mr. Old-ſtreet
Bennett, Mr. John, Newbury
Barwick, Mr. F. Womerſley
Bentley, Mr. London
Booth, Robert, Eſq; Bromley, Kent
Bland, Miſs Priſcilla, Lombard-ſtreet
Brown, Mr. Charles-ſtreet, Hatton-garden
Burrough, Mr. W. Saliſbury
Bazzile, Mr. Hackney
Bully, Mr. Reading
Baynton, William, Eſq; Gray's-inn, F. A. S.
Byne, ———, Eſq; Betchworth, Surry
Ball, Mr. William, Greenwich-hoſpital
Barrons, Mr. D.
Birt, Mr. Coney-court, Gray's-inn
Barlow, Mr. J. New George-ſtreet, Black-friars-bridge
Barnard, Mr. Maurice
Baldwin, Mr. William, Feverſham, Kent
Bonnett, J. F. Eſq;
Ball, Mr. Roſs
Bennett, Mr. Thomas
Brooks, Lieutenant, Great Queen-ſtreet, Lincoln's-inn-fields
Bruce, Mr. J.
Becker, Mr. J. Thomas
Boulcott, Mr. J. Ratcliffe
Birkley, Mr. Shadwell
Bernard, Mr. Brown's-lane, Spital-fields
Bradford, Mr. C. Ideford, Devon
Baſtard, John Eſq; Blandford
Bateman, Mr. N. Kellington

Blackford, George, Eſq;
Butler, Mr. London
Bridgeman, Mr. W. Fenchurch-buildings
Baldwin, Mr. William, Iſlington
Browne, Mr. H. Ratcliffe
Burleigh, Mr. John, Buckingham
Brookſbank, George, Eſq; Hart-ſtreet, Bloomſbury
Blomfield, Mr. Bury St. Edmonds
Bone, Mr. Newmarket
Bond, Mr. William, Chudleigh, Devon
Bacon, Rev. Mr. J. Coddenham, Suffolk
Bowles, Mr. Merchant, Ipſwich
Book Club, Golden-Lion, Ditto
Beavis, Mr. Exeter
Brand, Charles, Eſq;
Bayley, Mr. Yarmouth
Barnard, ———, Eſq; Ditto
Barrel, Captain, Ditto
Butler, ———, Eſq;
Boys, William, Eſq; Sandwich
Burnby, Mr. Canterbury
Boſtock, Rev. Dr. Charles
Brown, Mr. B. Wapping
Biſhop, Mr. R. Chediſton, Suffolk
Bobbit, J. Yoxford, Suffolk
Bowes, Mr. Thomas, Charing-Croſs
Baker, Mr. George-ſtreet
Bromfield, Mr. Gerrard-ſtreet
Barker, Mr. Brampton-Grove
Broughton, Mr. Chelſea
Brotherton, Mr. Harley-ſtreet
Broughton, Mr. Bartlett's-buildings
Bamfylde, Sir Charles, Bart.
Billiard, Mr. Pall-Mall
Ballard, Miſs, Southampton
Baker, Miſs, Ditto
Bowden, Mr. S. Briſtol
Broadrip, Mr. Ditto
Batchelor, Mr. Ditto
Baker, Rev. Mr. S. Ditto
Berry and Cox, New-York, 12 ſets
Barnard, Edward, Eſq; Kebworth, Leiceſterſhire
Bye, Mr. Deodatus, Clerkenwell-Cloſe

C.

Cook, Mrs. Mile-End Road
Conway, Right Honourable General
Cotterell, Mr. Coventry
Clement, Mr. Chapman, Coal Exchange
Cobb, B. Eſq; Hythe
Caſtleman, Mr. J.
Cooper, Mr. St. James's Market
Cooper, Mr. Joſeph, London
Contencir, Mr. Baſinghall-ſtreet
Chinnery, Mr. Writing-Maſter, Gough-ſquare
Curtis, Mr. J. Doctors Commons
Croft, Mr. Bread-ſtreet, Cheapſide
Child, Mr. J. Terrace, Tottenham-court Road
Child, Rev. Mr. Long-Acre
Crace, Mr. J. Great Queen-ſtreet
Crouch, Mr. Panton-place
Cooper, Mr. ſen. Swithin's-lane
Cobham, Mr. J. jun. Ware, Hertfordſhire
Cloas, Mr. Henley upon Thames
Creſſwell, Mr. Ditto
Caſe, Mr. W. Attorney, Lynn
Colcheſter, Mrs. Choſen, Glouceſterſhire
Cope, Mr. G. Stone-Carver, Greenwich Hoſpital
Cole, Mr. J. Iſlington
Campbell, Mr. J. Cary-ſtreet
Cribb, Mr. J. High Holborn
Cribb, Mr. Robert, King-ſtreet, Holborn
Caſbutt, Mr. J. Campſall
Clayton, Mr. Kippax
Cator, Mrs. Bromley, Kent
Cook, T. Eſq; Elm-court, Temple
Councill, Mr. J. Caſtle-ſtreet
Croſs, Mr. R. Exeter
Collins, Mr. S. Little Earle-ſtreet, Seven Dials
Cleobury, Mr. William, Great Marlow
Creſwick, Mr. Silver Plater, Sheffield
Chamberlayne, Rev. Thomas, Charlton, Kent
Collins, Mr. J. Greenwich
Cade, Mrs. Elizabeth, Ditto
Chandler, Rev. Mr. Witley, Surry

Cook, Mr. T. Bookſeller, Godalmin
Cottingham, Mr. Robert, St. James's Walk
Carter, Mr. Park-ſtreet, Groſvenor-ſquare
Cubbage, Mr. Caſtle-ſtreet
Carteret, P. Eſq; Jerſey
Councell, Mr. James, Caſtle-ſtreet, Alderſgate-ſtreet
Collins, Colonel, Southampton
Corſon, Mr. Alexander, Rotherhithe
Clarke, Mr. Briſtol
Catcott, Mr. George, Ditto
Cooth, Rev. Mr. Shaſton
Clark, Mr. William, Portugal-ſtreet
Coſens, Mr. Theobald's Road
Cotton, Mr. Maiden-lane
Coxe, Mrs. Bath
Carr, Mr. P. A. Doctors Commons
Cheew, Charles, Eſq; Gower-ſtreet, Bedford-ſquare
Cameron, Mr. St. Martin's-ſtreet
Cook, Mr. Charles, Pater-noſter-Row
Colbeins, Mr. jun. Borough
Chapman, Mr. J. Kenſington-lane
Card, Mr. S. No. 6, Symond's-Inn
Carr, Mr. Thomas, Ave-Maria lane
Courlin Chivers, Captain Thomas, Ratcliffe
Curteen, Mr. William, Watch-maker, Temple-lane, White-friars
Crookbayn, Mr. R. Bell-lane
Creſwell, Mr. Charles, General Poſt-Office
Collet, Mr. R. of the Royal Navy
Cotton, Mr. Adam, Whalley, Lancaſhire
Clark, Mr. Charles, Tabernacle-walk
Clark, Mr. Great Ormond-ſtreet
Coote, Mr. J. St. John's-ſquare, 20 copies
Cooper, J. Eſq; Bungay
Comyns, Mr. William
Carder, Mr. South Molton, Devon
Cox, Mr. William, Greenwich
Cox, Rev. Mr. Rector of Shrawley
Cotton, Robert Saliſbury, Eſq; Reigate, Surry
Cole, Mr. Thomas, Miles's-lane
Cole, Mr. William, Ditto
Chanler, Mr. at the Cuſtom-houſe
Carleton, Edward, Eſq;

D.

Dayrrell, Edmund, Eſq; Lincoln's-Inn
Datton, Richard, Eſq;
Durand, Mr. Surgeon, Merſham
Dixon, H. Eſq; Eaſt Acton
Deane, Mr. St. Mary at Hill
Derouſure, Mr. Villiers-ſtreet
De Young, Mr. A. Old Broad-ſtreet
Dunnage, Mr. Little Tower-ſtreet
Danſey, Mr. W. Surgeon, Blandford
Douſe, T. Auguſtin, Eſq; Townmaliing, Kent
Douſe, Mr. W. H. Fenchurch-buildings
Dunn, Mr. W. Lower Shadwell
Dring, Mr. David, Smithfield-bars
Dowding, Mr. A. Wapping-wall
Drewitt, Mr. Bath
Donbavand, —— Mr. Aickworth School
De Quier, Eſq; Hackney
Douglas, Mr. Thomas, Alderſgate-ſtreet
Dewe, Mr. Richard, Oxford
Dickins, Mr. H. J.
D. de la Chaumette, Mr. F. Spital-ſquare
Dawſon, Mr. William, Pater-noſter-Row
Dawſon, Mr. S. Shadwell
Dinning, Mr. Ditto
Defries, Mr. J. Brentwood, Eſſex
Drury, Mr. J. Pater-noſter-Row
Deane, Mr. Reading
Dobbert, Mr. Merchant
Dible, Mr. Bungay, Suffolk
Dawes, John Eſq; Pall-Mall
Deeble, Mr. T. A. Dowgate-hill, 2 copies
Dias, Mr.
Davis, Mr. Briſtol
Durbin, Sir John, Ditto
Dalrymple, Charles, Eſq; Curſitor-ſtreet
Davis, Rev. Mr. London
Dawſon, William, Eſq; Canterbury-ſquare, Southwark
Duncan, Mr. Alexander, Ratcliffe
Drewery, Robert, Ludgate-ſtreet

E.

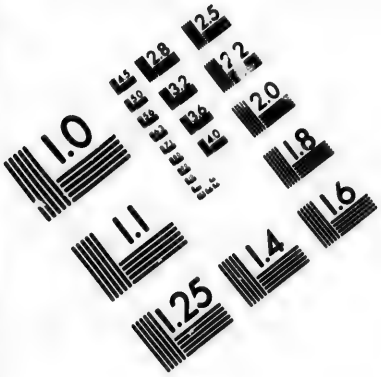
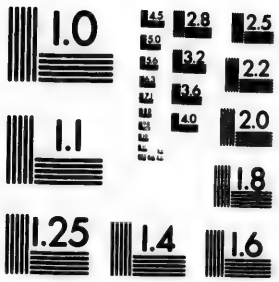
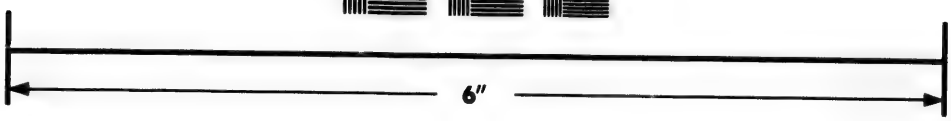
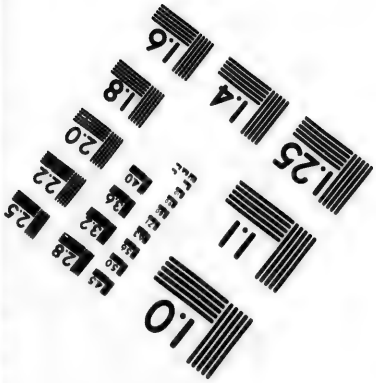
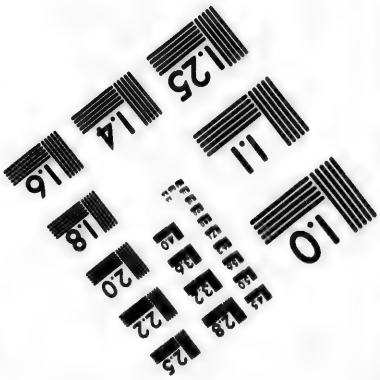


IMAGE EVALUATION
TEST TARGET (MT-3)









Photographic
Sciences
Corporation

23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503

E.

Elliſon, Mr. Briſtol
Eſſex, Lord
Etheridge, Mr.
Edwards, Mr. G. Holborn
Eaſt, Mr. Adam
Ekins, Mr. R. St. Mary-at-Hill
Evratt, Rev. Mr. A. B. Chriſt College, Cambridge
Ellis, —— Eſq; Bath
Elſden, Mr. Henry, Lynn
Emblin, Mr. Wm. School-maſter, Laytonſtone, Eſſex
Evans, Rt. Mr. Eglwysfack, North-Wales
Evratt, Wm. Eſq; Chriſt College, Cambridge
Ellis, Mr. Wm. Bamſley, Yorkſhire
Elmſlie, Mr. Wapping
Evans, Mr. Charles, General-Poſt Office
Edgar, Mrs. Percy-ſtreet
Elliſon, T. Eſq; Briſtol
Evans, T. Eſq; Bungay
Edwards, Mr. G. Park-row, Greenwich
Edwards, James, Mr. Dennington, Suffolk
Edwards, John, Mr. Ditto
Edwards, George, Mr. Framlingham, Suffolk
Edwards, William, Mr. Ditto
Engliſs, J. Mr. No. 76, Berwick-ſtreet
Eachus, Mr.
Edwards, Mr. Briſtol
Eaton, Mr. Eaton-ſtreet, Pimlico
Elliot, Mr. Surgeon, Walſham, Suffolk
Elſigood, Mr. Bury St. Edmond
Evans, Thomas, Eſq; Bow-ſtreet, Covent-garden
Ellis, Richard, Eſq; Corniſt, near Flint, Flintſhire
Edwards, Mr. Yarmouth
Edward, Carleton, Eſq.
Evernden, St. Nicholas

F.

Foldſone, Mr. Newman-ſtreet
Freeman, Mrs. Lynn
Fanman, Mr. Wine-office-court, Fleet-ſtreet

Fiſher, Rt. Mr. Bedford-ſtreet, Covent-garden
Farran, Mr. Moorfields
Fox, Mr. Bath
Falkner, Miſs, Ditto
Freeman, Mrs. Henley Park
Finch, Rev. Dr. Harpſdon
Firmin, Chelmsford, Eſſex
Floud, Mr. T. Exeter
Fawcett, Rev. Mr. Brearly Hall, near Haliſax
Farrar, Mr. Joſhua, Warley, Ditto
Fuller, —— Eſq. Bromley, Kent
Fawcett, J. Eſq;
Flipping, Mr. Limehouſe
Fleetwood, Mr. Hendon, Middleſex
Fox, Mr. Dartmouth-ſtreet, Weſtminſter
Field, Mr. Blackwall
Fyſon, Mr. Worlington, Suffolk
Fluitt, Mr. J. Attorney, Cheſter
Flower, Miſs
Fitzgerald, Mr. Brook ſtreet
Fiſk, Robert, Eſq; Baddingham, Suffolk
Fox, Mr. William
Fuller, Mr. R. Henham, Suffolk
Fiſher, Mr. J. Deptford
Faden, Mr. Charing-croſs
Fielder, Mr. Thomas, Princes-ſtreet
Ford, Mr. Briſtol
Fielding, Mr. John, Charing-croſs
Farneiſs, Mr. Yarmouth
Fitzgerald, —— Eſq;

G.

Gilbie, Mr. C. Walworth
Greyis, Charles, Eſq; Honeywood, near Hythe
Goddard, Mr. William, Coventry
Grange, Mr. Samuel Boſwell-court
Gough, Rev. Mr. Bath
Goſling, jun. Mr. James, Red Lion-ſtreet, Holborn
Golding, Mr. Henley upon Thames
Gardner, Mr. F. No. 5, Birchin-lane
Green, Mr. J. New George-ſtreet, Blackfriers-road
Gibbard, Mr. William
Good, Mr. Joſeph, Fleet-ſtreet; 8 copies

Groond,

Gordon, Edward, Eſq; Bromley, Middleſex
Green, Mr. William, Paternoſter-row, London
Goodwin, Mr. William, Saliſbury-court
Green, Mr. J. Eveling Park
Gooch, Mr. Thomas
Gamor, Rev. Mr. St. Mary-axe; 2 copies
Gilliſpy, Mr. Newgate-ſtreet
Galloway, Miſs Iſlington
Grinling, James, Huntingfield, Suffolk
Grinling, John, Laxfield, Suffolk
Green, James, Huntingfield, Suffolk
Greenard, Mr. G. Chediſton, Suffolk
Green, Benjamin, Blithborough, Suffolk
Garſtin, Capt. Royal Artillery
Gellibrand, Mr. J. W.
Gray, Mr. Cateaton-ſtreet
Garchia, Mr.
Grumly, Capt. Briſtol
Goldworth, Mr. S.
Griggs, Mr. Bury St. Edmond
Ganer, Mr. Broad-ſtreet, Golden-ſquare
Gallant, Mr. H. Merchant, Ipſwich; 2 ſets
Gould, Mr. T. Red Lion-ſquare
Godfry, Mr. Yarmouth
Graydon, Mr. Canterbury
Griffith, Capt. R. Mold, Flintſhire

H.

Huſkinſon, Mr. J. No. 14, Little Thomas Apoſtle
Harlow, Mr. George
Heckford, Rev. Mr. A. M. Trumpington, near Cambridge
Hanow, Mr. New Hermitage-ſtreet
Hollier, Mr. Biſhopſgate-ſtreet
Heyman, Mr. Queen's-ſquare, Bloomſbury
Hillier, Mr. Clerkenwell-cloſe
Harding, Mr. T. Croydon, Surry
Hazlewood, Maſter, Eton College
Hales, Mr. J. Deptford
Hales, Mr. William, Fenchurch-ſtreet
Hanow, Gilbert, M. A. Maſter of the Mathematical Academy, at the Hermitage

Haines,

Haines, Mr. T. Surgeon, Godalmin
Hamilton, —— Eſq, Bath
Hogge, Stephen, Eſq; Lynn
Hillman, Mr. S. Devizes
Hill, Mr. Attorney-at-Law, Durſley, Gloceſterſhire
Hough, Mr. Gloceſter
Hickman, Mr. Southwark
Harvey, Mr. Upper Charlotte-ſtreet, Rathbone-place
Huntingdon, Mr. L. Hay-ſtreet, Berkeley-ſquare
Hitch, William, Gray's-inn
Hatterſley, Mr. Leeds
Hemming, Mr. John
Hoyle, Mr. James, Sowerby, near Halifax
Heaton, Rev. Mr. Ackworth
Hemblin, Mr. Mattingham
Horne, Rev. Mr.
Huſſey, Rev. Mr.
Haddon, Mr.
Hackett, Mr.
Hoare, Charles, Eſq;
Hughes, Mr. J.
Heathcote ——
Hicks, Mr. William, Ratcliffe
Hancks, Mr. J. Ditto
Harriot, Mr. J. Ditto
Hodges, Capt.
Haſtings, Capt. Shadwell
Huxtable, Mr. Samuel, Ratcliffe
Hodges, Capt. of Salem, New England
Heath, Mr. Welbeck-ſtreet
Hotchtetter, Mr. C. Purſer in the Royal Navy
Hay, Mr. Edmund, Goſwell-ſtreet
Hotchkins, Mr. Newgate-ſtreet
Head, Rev. Mr. Pottinger
Hatchett, Mr. Piccadilly
Haward, Mr. S. Cookley, Suffolk
Haward, Mr. C. Chediſton, Suffolk
Hullam, Mr. James
Holt, Mr. James, Norwich
Hill, Mr. W. Great Queen-ſtreet
Harris, Capt. T. Iſle of Wight
Holmes, Mr. Coventry-ſtreet
Harris, Mr. Charing-croſs

Hague,

Hague, Mr. Queen Ann-ſtreet, Eaſt
Hurrop, Mr. J. Broad-ſtreet
Haſtings, Mr. Borough
Holloway, Mr. Wells-ſtreet, Cavendiſh-ſquare
Hill, Mr. Briſtol
Harris, Mr. Ditto
Hart, Mr.
Hanbury, Mr.
Higgins, Mr. Shaſton
Harriſon, Mr. William, Borough; 4 copies
Holſtein, his Serene Highneſs the Duke of, and Biſhop of Lubeck
Hammond, Thomas, Eſq; Gower-ſtreet, Bedford-ſquare
Hardenburg, Baron, Hanover
Hope, Mr. St. James's-place
Hatley, Mr. Ipſwich
Harris, Mr. Ditto
Hilditch, Mr. E. Baſinghall-ſtreet
Hillicoat, Capt. Three Crane Wharf
Holt, Mr. James, Norwich
Humble, William, Eſq; Ivinghoe, Bucks
Haiſt, Mr. Joſeph, Nicholas-lane
Hopwood, Mr. J. Stockport
Hall, Mrs.
Hookham, Mr. Thomas
Hall, Mrs.
Hollingbery, Mr. Canterbury

I.

Jelly, Mr. Thomas, Abchurch-lane
James Rice, Eſq; Henley upon Thames
Jones, Rev. Mr. Peppard
Jordan, Mr. Henley upon Thames
Johnſon, Mr. Ditto
Ingram, Mr. T. Gun-powder-alley, Shoe-lane
Jefferas, Mr. John, Wild-paſſage
Jukes, William, Eſq; Bromley, Kent
Jennings, Mr. St. Paul's Church-yard
Jones, Mr. Southampton-ſtreet, Covent-garden
Irvine, Capt. Southampton
Jackſon, Capt. Jerſey

Jackſon,

Jackſon, Mr. Old Bond-ſtreet
St. John, General
Johnſon, Mr. John, Iſlington
Jyly, Mr. Briſtol
Icome, Mr. Charles, Watford; 3 copies
Jeſſap, Mr. Ipſwich
Jenkins, Mr. Henry, Alderſgate-ſtreet
Jaggar, Mr. Canterbury

K.

Kennedy, Mr. R. Coleman-ſtreet-buildings
Kirkland, Dr. Chelmsford
Kennedy, Mr. Lewis, Church-ſtreet, Hackney
Keene, Mr. Queen-ſtreet, Weſtminſter
Kent, John, Eſq.
Kemp, Mr. Thomas, General-Poſt-Office
Kemp, W. Eſq;
Kitchen, Mr. Drury-lane
Kitchen, Mr. E. Edward-ſtreet, Portland-chapel
Keat, Mr. Lydenhurſt
King, Mr. Briſtol
Keene, Robert, Eſq.

L.

Lords of the Admiralty
Lawrence, Mr. G. Eyres, Fleet-ſtreet
Literary Society, at the Hoop Tavern, Cambridge
Literary Society, at the Sun Inn, Ditto
Luckombe, Mr. Johnſon's-court, Fleet-ſtreet
Leſter, Mr. T. J. ſen. Golden-lane
Linley, Mr. John, Birchin-lane
Lay, Mr. Bath
Lloyd, Mr. Ditto
Lewis, Mr. R. Ditto
Larker, Mr. L. London
Lawrence, Mr. Greek-ſtreet, Soho
Lyndley, Mr. J. Pontefract
Longley, —— Eſq; Marlow
Lee, Capt. Hommerton
Lockhart, Mr. Broadway, Weſtminſter
Law, Mr. E. Pudding-lane

Lewis, Mr. William
Leaky, Mr.
Long, Mr. J. Chatham
Lachlan, Mr. R. Roſemary-lane
Leach, Capt. J. Shadwell
Lunan, Mr. Andrew, Stanhope-ſtreet
Lonſdale, Mr. R. Carnaby-market
Lemoine, Mr. H. Bookſeller, London
Law, Rev. B. Godalmin
Long, Mr. M. Smithfield-bars
Le Craſs, Noah, Eſq; Southampton
Lloyd, C. Eſq;
Lucas, Mr. Matthias Prime, Crutched-friars
Lyney, Mr. J. Limehouſe
Little, Mr. Bury St. Edmund
Lockſtone, Mr. Chippenham
Lightly, Mr. Henry, Greenwich
Lockyer, Mr. Chatham

M.

Mackie, Mr. Wine-office-court, Fleet-ſtreet
Miles, Mr. J. St. Luke, Old-ſtreet
Moorman, Mr. Ditto
Millard, Mr. J. Cordwainers Hall
Miller, Mr. T. G. Pater-noſter-row
Mumford, Mr. Bath
Munſel, —— Eſq; Ditto
Meredith, Mr. Ditto
Moorhouſe, Mr. Henley upon Thames
March, Mr. Ditto
Morſe, —— Durſley, Glocesterſhire
Milne, Mr. R. Stockport
Mann, Mr. F. Thamage, Norfolk
Mann, Capt. A. London
Munn, Mrs. Bromley, Kent
Marſh, Mr. W. Brook-ſtreet, Holborn
Middleton, Mr. Charles, Newin-ſtreet, Shoreditch
Meredith, Mr. D. Hommerton
Mrs. Mackveoy, St. Katharine's
Murray, John, Eſq;
Murray, William, Eſq;
Moore, Mr.

Marks,

Marks, Mr. James, Milbank-ſtreet, Weſtminſter
Maſail, Mr. Lambeth-walk
Mann, Mr. R. Shadwell
Mitchell, Capt. James, Ratcliffe
Maddy, Mr. Hereford
Monk, Mr. E. Printer, Cheſter
Marr, Mr. General-Poſt-Office
Machin, Mr. J. St. Swithin's-lane
Morgan, Mr. Southwark
Maidment, Mr. C. Lawrence-poultney-lane
Matthew, Andrew, Eſq;
Moore, Rev. Dr.
Martin, J. B. Eſq;
M'Nally, Leonard Eſar, Temple
Millis, Mr. Thomas, Stationers Hall
Morgan, Mr. Charing-croſs
Mawhood, Mrs. Southampton
Mobbs, Mr. J. Ditto
Maurice, Mr.
Moore, Mr. Briſtol
Marſh, Mrs. Sudbury, Gloceſterſhire
Mackenzie, Major, Exeter
Moore, Mr. R. Spexkhall, Suffolk
M'Pherſon, Mr. A. Robin Hood-court, Butcher-row
Martyr, Rev. Mr. Greenwich
M'Dowall, Capt. Southampton
Meritt, Mr. Biſhop, Waltham
Maul, Mr. Piccadilly
Mainarnara, Miſs Hammerſmith
Mercer, Mr. Margaret-ſtreet, Cavendiſh-ſquare
Morrow, Mr. Charing-croſs
Marſhall, Mr. Cuſtom-Houſe
Moore, Capt. E. Yarmouth
Maſon, Mr. Chancery-lane

N.

Nicol, Mr. George, Strand, Agent-ſeller of the Quarto Edition
Nutt, Mr. C. Coventry
Neor, Mr. T. Bookſeller, Hythe; 8 copies
Newcombe, Mr. Little New-ſtreet
Nichol, Mr. Old Fiſh-ſtreet
Newman, Mr. George

Norton, Mr. H. Norton-falgate
Normington, Mr. William, Luddenden, near Halifax
Newby, Mr. P. Haighton, Lancaſhire
Newby, Mr. Luke, Rumford, Eſſex
Nichols, Mr. Sea Mills, near Briſtol
Nichols, Mr. Briſtol
Notcutt, Mr. W. Ipſwich
Newcombe, Rev. Mr. Exeter
Newton, Mr. J. Stockport

O.

Owen, Mr. George, Eaſt-India Houſe
Owen, Miſs, Bath
Owen, Mr. Bond-ſtreet
Oſbond, Mr. T. Worceſter
Obaldeſton, Mr. St. Martin's-ſtreet, Leiceſter-fields
Ord, Mr. J. jun. London
Ockley, Mr. John, Betchworth, Surry
Ogilvie, Mr. Surgeon, Little Tower-ſtreet
Oſborne, Mr. Markham
Ow[illegible]lis, Thomas, Eſq.
Old[illegible] Mr. Charles, Red Lion-court
Oſmand, John, Chipping Norton
Ogle, Mr. James, Billiter-ſquare

P.

Pickering, Thomas Abree, Eſq; London
Pye, Henry James, Eſq; of Farringdon-Houſe, Berks
Phipps, Mr. Worſhip-ſtreet, Moorfields
Pughe, Mr. Holborn
Poole, Mr. Old Fiſh-ſtreet
Proctor, Mr. Henley upon Thames
Plunket, Luke, Eſq; Idol-lane
Pemberton, Mr. Long-acre
Parker, Mr. Chriſtopher, Lewiſham, Kent
Powell, Mr. William
Paget, the Hon. Mr. Arthur
Palmer, Capt. Queen-ſquare, Weſtminſter
Patten, Mr. S. Ratcliffe
Powell, Mr. S. Red Lion-ſtreet, Spitalfields
Powell, M. M. Elder-ſtreet, Norton-falgate

Parker, Mr. W. H. Hereford
Pring, Mr. J. London
Powell, Robert, Eſq; Kingſland
Parrington, Mr. J. London
Pearce, H. Bell-yard
Parker, Mr. Bermondſey-ſtreet
Phipps, Mr. London
Peele, Mr. Noble-ſtreet
Perrington, Mr. Jacob
Preſtow, Mr. Dentor
Parkhurſt, Mr. Epſom, Surrey
Pooley, Mr. Charles, Portland-ſtreet
Paſſenger, William, Eſq; Bromley, Kent
Palmer, Mr. Iſlington
Pearleſs, Mr. William, Spitalfields
Pitt, Mr. G. Well-ſtreet
Pellive, Mr. Derby-ſtreet
Parkyns, T. B. Eſq; Albemarle-ſtreet
Perkins, Dr. Oxford-ſtreet
Pigott, Mr. Powys-place
Parkyns, Thomas, Eſq; Rookley
Perry, Mr. Charles, Red Lion-ſquare
Pinkney, Mr. Briſtol
Patrick, Mr. Bury St. Edmund
Pleydell, Mr. Briſtol
Pierce, Mr. J. Merchant, Exeter
Pine, Capt. Heavitree, near Exeter
Page, Mr. jun. Trimley, Suffolk
Peacock, Mr. Thomas, Black-friers
Pulley, Mr. Joſeph, No. 3, Buſh-lane, Cannon-ſtreet
Pollard, Mr. B. B. Gray's-inn-lane
Punchard, Mr. Charles, Ipſwich; 3 copies
Pattiſon, General
Packe, Dr. Canterbury
Prieſt, Mr H. J.
Parſons, —— Eſq; Petty France

R.

Reed, Mr. Iſaac, Staple-Inn
Randall, Mr. William, Pall-Mall; 4 copies
Recorder, Mr. Turnagain-lane
Robbins, Mr. Bath
Rutland, Mr. Henley upon Thames

Round,

Round, Mr. Ditto
Relton, Mr. Watlington
Rickford, Mr. Henley upon Thames
Ranſome, Mr. Weſtorere, Norfolk
Raymer, Dr. Dunmow, Eſſex
Ruſſell, Mr. E. Bath
Raynolds, Mr. Worceſter
Rutter, Mrs. Hackney
Rogers, Mr. J. Old Change
Robinſon, Mr. W. V.
Ruddick, Mr. J. Clement's-Inn
Reynold Swann, Captain William, Ratcliffe
Richardſon, Mr. William, General Poſt-Office
Rothwell, John, Gent. Shadwell
Rivington, Mr. J. St. John's-ſquare
Richards, Mr. G. Chriſt's-hoſpital
Rogers, Samuel, M. D. Roſoman ſtreet
Rex, Mr. W. J. Great Tower-ſtreet
Roope, Mr. G. Bungay
Ruſſell, Mr. V. W. Kenſington
Richardſon, ———, Eſq;
Ridding, Mr. Southampton
Raynsford, N. Eſq; Wimpole-ſtreet
Royal, Mr. Great Cumberland-ſtreet
Robinſon, Mr. Parliament-ſtreet
Roylance, Mr. John
Rogers, Mr. William, Hoſier-lane
Rogers, Mr. James, Roſoman-ſtreet
Richardſon, Mr. Hoſier-lane
Richardſon, Mr. Acton, Gloceſterſhire
Rackſter, Mr. Briſtol
Rowe, Mr. Ditto
Read, Mr. J. Ditto
Reeves, Mr. Surgeon, Giſſingham, Suffolk
Rackham, Mr. Bookſeller, Bury; 13 copies
Roddiſh, Mr. J. Stockport
Read, Edward, Eſq; Cheſter
Robinſon, Mr. Ave-Maria-lane

S.

Scott, ———, Eſq; Lincoln's-Inn
Saliſbury, Mr. Oſweſtry, Shropſhire

Stanton, John, Eſq; Coventry
Swain, Mr. R. Foleſhill
Shipdem, Mr. Richard, Hythe
Sheen, Mr. Samuel, St. Paul's Church-yard; 6 copies
Smith, Mr. J. Red-lion-ſtreet, Clerkenwell
Soally, Rev. Dr. South Audley-ſtreet
Smalley, Mr. King's-Arms-yard, Coleman-ſtreet
Steer, Charles, Eſq; Spitalfields
Scott, Mr. J. Burr-ſtreet, Wapping
Salmon, Mr. Bath
Skinner, William, Eſq; Henley upon Thames
Stevens, Mr. Rimenham
Stevens, Mr. Timothy, Cirenceſter
Symes, Mr. Bath
Stackhouſe, Mr. William, St. Martin's-le-Grand
Sleeman, Rev. Mr. Maſter of the Grammar-ſchool, Taviſtock, Oxon
Searſon, Mr. Z. Peterborough
Siſſon, Mr. Thomas, Reigate
Smith, Mr. T. Elſted, Surry
Symonds, Mr. C. Twickenham
Sucliffe, Dr. Luddenham, near Halifax
Sims, Mr. W. Widegate-ſtreet
Sandus, Mr. Richard, Bromley, Kent
Smith, Mr. J. P. Richmond, Surrey
Shelton, Mr. R. St. Margaret's Church-yard, Weſtminſter
Snelſon, Mr. E. Alderſgate-ſtreet
Sheppard, ———, Eſq; Clapton
Shaw, Mrs. Great Portland-ſtreet
Simmons, Mr. J. Ratcliffe-highway
Stevenſon, Mr. S. Queen-ſtreet, Weſtminſter
Stocker, Mr. S. Limehouſe
Smith, Mr. W. Ratcliffe
Smith, Mr. J. Preſton, Lancaſhire
Swinborn, Mr. Thomas, Lombard-ſtreet
Smith, Mr. J. Batterſea, Surry
Stackhouſe, Mr. St. Martin's-le-Grand
Seymour, Henry, Eſq; Handſor, near Blandford
Schonberg, Mr. Auguſt.
Spring, Mr. J. Portland-ſtreet
Sanderſon, Mr. Ratcliffe
Silver, Mrs.

Speight,

Speight, Mr. James, Earles Heaton
Surr, Mr. Thomas, Chriſt's-hoſpital
Schonberg, —— Lieutenant of the Navy
Strickland, Mrs. Greenwich
Scott, Mr. N. Saliſbury-ſquare
Smith, Mr. St. Paul's Church-yard
Snow, Mr. Bath
Sherman, Mr. G. A. Surgeon, New Bond-ſtreet
Shepard, Mr.
Scott, R. Eſq; Hackney
Spalding, Mr. T. Wiſſell, Suffolk
Scrivener, R. Eſq; Framlingham, Suffolk
Schalch, Captain, Royal Artillery
Smith, Mr. Samuel, Holborn, 2 copies
Slaubs, Mr. Sweeting's-alley
Stables, Mr. Holborn
Skelton, Mr. Southampton
Spain, Mr. Shug-lane
Sears, Mr. High-ſtreet, St. Giles's
Slade, T. M. Eſq; Rocheſter
Stuart, Captain
Squire, Mr. Thomas, jun. Cheapſide
Sawier, Mr. Charles, Briſtol
Starling, Mr. Joſ. White-croſs-ſtreet
Sutton, Mr. William, Chamberlain-wharf
Smith, Mrs. E. Poplar
Seadan, Mr. Bury St. Edmund
Silburne, Mr. Wine Merchant, Ipſwich
Stubbing, Mr. Attorney
Stouchfield, Mr. Thomas, Maſter of Radcliffe-ſchool
Shaw, Mr. John, Doctors Commons
Sancroft, Mr. Yarmouth
Squire, Mr. John, Ditto
Swain, Mr. William, Borough
Swain, Mr. John, Ditto
Sibthorp, Mr. Robert, Aldgate, London
Salmon, Mr. Canterbury
Stringer, Mr. John, Ditto
Shiells, Rev. Mr. Lambeth

T.

Templeman, Mr. T. Caſtle-court, Budge-row
Tutt, Mr. Taviſtock-ſtreet

Thomegay,

Thomegay, Mark, Eſq; Moorfields
Tugwell, Mr. J. Wormwood-ſtreet
Turner, Mr. W. Snow-hill, Birmingham
Taylor, Mr. R. Deptford
Trimby, Mr. G. Doctors Commons
Trimby, Mr. T. Ditto
Turner, Mr. Briſtol
Trump, Mr. T.
Trappitt, Miſs, White-Horſe-ſtreet, Ratcliffe
Trappit, Mr. W. Upper Shadwell
Towſey, Mr. Henley upon Thames
Toovey, Mr. Nettlebed
Tanner, Mr. J. Duke-ſtreet, St. Mary-le-bone
Taylor, Mr. J. Poſtern-row, Tower-hill
Taylor, Matthew, Eſq; Lamb's Conduit-ſtreet
Tape, Mr. R. Bromley, Kent
Tyler, Mrs. King-ſtreet, Tower-hill
Taylor, Mr. A. Bowling-ſtreet, Weſtminſter
Taylor, Mr. S. Lower-ſtreet, Iſlington
Travers, Mr. E. Preſton, Lancaſhire
Taylor, Mr. Bath
Towes, Mr. C. Engraver, St. Anne's-lane
Thurgood, Mr. R.
Thornton, Mr. E. Chriſt's-hoſpital
Tongue, Mr. William, Vere-ſtreet
Threſher, Mr. Stanhope-ſtreet
Taylor, Mr. Walter
Tabley, Rev. J. Lambert
Tyre, Mr. William, Gloceſter
Travor, Mr. Greenland-Dock
Taylor, Mr. James
Turner, Mr. Zach. Exeter
Tooſey, Mr. Merchant, Ipſwich
Thomas, Mr. Cheſter
Thomas, Mr. Ditto
Tart, Mr. T. Ditto
Thompſon, Mr. Knife-Caſe-maker, Sheffield
Thompſon, ———, Eſq; Dulwich
Templer, Mr.

U. V.

Ure, Mr. Bagnio-court, Newgate-ſtreet
Van, Harthalls, Eſq; Broad-ſtreet

Villette, Rev. Mr. Newgate-ſtreet
Vincent, Richard, Eſq;
Vauſe, Maſter, Eton College
Vaughan, Mr. W. Chancery-lane
Vaughan, Mr. Southwark
Vint, Mr. John, Charles-ſtreet, Weſtminſter
Vincent, F. Eſq; Groſvenor-place
Vaſſall, Captain, Briſtol

W.

Walther, Mr. H. Caſtle-court, Strand
Wood, Mr. Old Bond-ſtreet
Welding, Mrs. Goaler, Shrewſbury
Wooley, Mr. Lombard-ſtreet
Wilford, Mr. Botolph-lane
Woolcombe, Captain, Rotherhithe
Wheeler, Mr. St. Andrew's-hill
Wilkinſon, Mr. Thames-ſtreet
Whitfield, Mr. St. Martin's-le-Grand
Withers, Mr. Cheapſide
Wright, Mr. Surgeon, Nottingham
Wellings, Mr. G. Camomile-ſtreet
Weſton, Mr. G. Deptford
Whitaker, Mr. James, Chapel-ſtreet
Warren, Mr. J. Chancery-lane
Welſh, Mr. R. Iſlington-green
Wade, Mrs. Wells
Winn, ———, Eſq; Bath
Warren, Mr. S. Henley upon Thames
Wayland, Mr. J. Bath
Waſhbourn, Mr. N. Gloceſter
Waſhbourn, Mr. W. Ditto
Walter, Mr. John, Pater-noſter-row
Walton, Jacob, Eſq;
Warrener, Mr. S. Weſtminſter
Willats, Mr. F. jun. Kidmore End, Oxon
Wright, Mr. S. King-ſtreet, Bloomſbury
Windus, Mr. jun. Biſhopſgate-ſtreet
White, Mr. G. Garlick-hill
Walton, James Delany, Eſq; New-York
Watlington, Mr. G. Old Broad-ſtreet
Williams, Mr.

Webb,

Webb, Colonel
Webber, Mr.
Walford, Mr. Red-lion-ſquare
Willats, Thomas, jun. Eſq; Caverſham
Walſh, Mr. Strand
Warr, Mr. William, Ratcliffe
Wood, Captain J. Ditto
Whiting, Mr. J. Ditto, 3 copies
Ward, Captain, Ratcliffe
Williams, Mr. Griffith, Wapping
Warner, Mr. J. Coventry
Warner, Mr. Jacob, ſen. Bermondſey, Surrey
Warner, Mr. Jacob, jun. Ditto
Warner, Mr. K. Ditto
Warner, Mr. S. Ditto
Willis, Mr. Thomas, Greſs-ſtreet
Whittenoom, Mr. C. Biſhopſgate-ſtreet
Waters, Mr. T. Blandford, Dorſet
Wentworth, Mrs. Henbury, near Blandford
Wiſe, Mr. G.
Walton, Rev. Mr.
Wiſe, Mr. M.
Wiſe, Mr. A.
Wenham, Mr. William, jun.
Walker, Mr. John Roſoman-ſtreet
Wittich, Mr. Henry, Suffolk-ſtreet, Charing-croſs
Wittich, Mr. George, Well-ſtreet
Wood, Mr. Charlotte-ſtreet
Wirgman, Mr. St. James's-place
Wilkinſon, Mr. Pall-Mall
Williams, Mr. Leiceſter-fields
White, Mr. Queen-ſtreet, Weſtminſter
Whittick, Mr. J. Briſtol
Wheeler, Mr. Shoe-lane
Wilſon, Mr. C. Malton, Yorkſhire
Ware, Mr. Ditto
Walters, Mr. Thomas, New Crane, Shadwell, 2 copies
Walker, Mr. Joſeph, Mount-row, Iſlington
Wood, Mr. George, Davies's-wharf
Woolmore, Mrs. Margaret, Poplar
Wheteley, Miſs, Ixworth, Suffolk
Waller, Mr. Bury St. Edmund
Williams, Mr. N. ſen. Exeter

Wilkinſon,

Wilkinſon, Mr. Ipſwich
Woolmer, Mr. S. Bookſeller, Exeter
Wynne, Mr. W. Mold, Flintſhire
Whitley, Mr. G. Cheſter
Whitaker, Mr. Joſhua, Beritall
Wilſon, Rev. Mr. Reigate
Wildman, Richard, Eſq; Aſhford
Weſtman, Mr. William, Mancheſter
Winter, Mr. D. Chediſton, Suffolk
Wilſon, Lady, Charlton
Winterton, Earl
Watkins, Mr. Royal Artillery
Whorlow, Mr. Whitſtable
Warren, Mr. Barbadoes

Y.

Yates, Samuel, Eſq; Aſhford, near Ludlow
Yalden, Mr. G. Guilford, Surrey